

The War In Pictures

JULY 13th
1918

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"This intolerable thing, this menace of combined intrigue and force which we now see so clearly as the German power, a thing without conscience or honor or a capacity for covenanted peace, must be crushed."

— PRESIDENT WILSON



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"This Intolerable Thing"

"EVIL TO HIM WHO EVIL THINKS!"

reprovingly exclaimed the King, holding up the silken garter dropped by the Countess of Salisbury in full view of his courtiers who, with suggestive winks and smiles, had not failed to notice the jealous haste of their sovereign to recover it.

The attachment of Edward III for the beautiful Countess had long been the pet scandal of the English court, but the quick wit of the King had turned a situation fraught with embarrassment into an incident of great historical importance, for to it the foundation, the name, and the motto of the highest order of knighthood in Great Britain are ascribed.

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Very Good or Very Bad

In telling the whole story about woman the authors have not hesitated to tell the whole truth. While concealing nothing, they have written of woman in a sympathetic spirit based upon sound learning. If they have exhibited the vices of woman, it was only to accentuate her goodness.

The typical woman of history as discovered in these volumes is either very good or very bad. This chief feminine characteristic of extremism is thrown into high relief by the stories told of women whose figures are more or less familiar in history. Here in sharp contrast we see the good and the bad, the pagan and the Christian—woman of the type of Aspasia and Phryne, Cornelia and Messalina, Matilda of Tuscany and Beatrice Cenci, Jeanne D'Arc and the Mistresses of the Bourbon Kings, Queen Bess and the Duchess of Cleveland—the austere and the wanton—beauty without brains and brains without beauty. Then we come to that most perfect development of the feminine type—the woman of America, England and France of today.

The Husky Yankee at the Front

Sketches by C. LEROY BALDRIDGE



New hands at an old game. A corner in an "Amex" force bunk house before taps while a hunt for "cooties" is in progress. The poilu calls this ceremony "en chasse."



Some "Mother's Boy" getting used to a gas mask at the front.



Those little rock piles by the side of the road, used for repair work, are as soft during the marches as the old home feathered bed.



A national guard artilleryman at the front. The field artillery has now been almost entirely motorized.



"K. P.," which every soldier and almost every civilian knows means "Kitchen Police," hard at work.

A student—an example of how Americans are relieving the old poilus who have done more than their bit.

C. L. Roy Baldridge
Francis

Leslie's

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CXXVII SATURDAY, JULY 13, 1918 No. 3279

"Stand by the Flag: In God We Trust"

The Road to Ruin

By SENATOR UNDERWOOD (Dem.) of Alabama

IF an effort is made to shift the great burden of the taxes to the shoulders of a few, in the end it will cause their destruction, for the load is too great to be carried by a limited number of our taxpayers. To follow up such a policy, the next step would be to select another group of victims and cripple and incapacitate them in a similar manner; and so on down the list of this kind of slaughter, until successive conscriptions of wealth would lead us to panic and disaster.

United to Win

AMID the stress and the welter of the great world war there appear cheering signs that the American people are at last becoming truly unified. Ours has long been too much a nation in form, and not enough in fact. In our broad domain are assembled representatives of all races of the globe and these have not been, as yet, fully assimilated. We have not had a homogeneous nationality. In the pre-Civil War days sectional antagonisms threatened the life of the republic. The conflict between the States wrought the American commonwealths into a complete political union, and subsequently there went on a unifying of national sentiment. But this was not perfected, for from all quarters of the earth there drew hither alien hosts who did not rightly understand our institutions or had no warm sympathy with American thought and feeling. In very recent years racial distinctions had flourished in this country to the point of imperiling its unity and strength.

At our entrance into the struggle with Germany, the lack of union in the sentiment and attitude of the American public was for a while painfully evident. Pacifists, pro-Germans, fanatical haters of Great Britain, socialists, anarchists, the I. W. W. and the like were noisy and conspicuous and their influence was exerted to paralyze the militant arm of the Government. Added to these elements—mainly foreign in their ideas, if not origin—there were undoubted patriots who did not believe that we should go from our own shores to do battle, but should await invasion before fighting. They did not fully comprehend the issues at stake, nor realize the Teutonic menace to our own safety and to that of all the world. For these and other reasons we did not then present a united front to the truculent Hun.

The United States is theoretically a melting-pot for human material supplied from everywhere; but prior to this war the dissolving and mingling processes had woefully slackened. The crucible was too cool; there was insufficient fire beneath it. The titanic conflict overseas, however, has at length supplied the necessary fervent heat. A burning enthusiasm for nationality has been enkindled in all parts of this land. It is warming up every class and variety of our greatly diversified population. Everybody is falling into line in the mighty procession of devoted sons of Uncle Sam. Even the least

sympathetic individuals of Teuton blood are succumbing to the potent spell. There is abundant and growing interest in the contest now. At last we all clearly discern that we must fight it out to insure freedom and lasting peace to all mankind.

American soldiers are "over there," battling, bleeding, dying, for liberty and righteousness, and all their friends and relatives "over here" are praying for an Allied victory. This has become the common desire and hope of the mass of us, and we are being unified by it more effectually than by years of academic teaching. Race barriers and differences are being swept away by a resistless tide of American patriotism and national feeling. More truthfully now than ever before may it be declared: "The United States is a nation."

Disloyalty's Collapse

THE disloyalty of leaders of the National Non-Partisan League has proved its undoing. Governor Burnquist's decisive defeat of C. A. Lindbergh, the League's candidate, in the Minnesota primary by 75,000 votes is a striking vindication of that State's staunch Americanism and a well-deserved rebuke to the Non-Partisan League. This is in marked contrast with the League's success in North Dakota in 1916, when it elected the Governor and all other State officers except the Treasurer, 81 of 113 members of the House of Representatives, 18 out of 25 State Senators and 3 judges of the Supreme Court. Encouraged by that success, A. C. Townley, its founder and leading spirit, launched a membership campaign at \$16 a member that gave promise of making it a national organization.

Thousands of well-intentioned farmers, lured by the rainbow promises of Townley, joined the League. Calling itself "non-partisan," the League is a purely Socialist organization. F. A. Teigen, a former member who has broken away from it, says that it was conceived, planned and officered by Socialists and that its editors, writers and public speakers are, and from the beginning have been, Socialists. That which "cured" Teigen was the League's disloyal attitude on the war, the same protest which registered itself so vigorously in the Minnesota primary.

The Socialism of the League is shown in its war upon the existing economic system as all wrong, and in describing our entrance into the war as having been forced by the speculators. In Rock County, Minnesota, resentment against the League for its disloyalty expressed itself in a movement to expel from the county those who refused to heed the popular demand to renounce connection with the League. No instance of the public's taking the law into its own hands is to be approved, but it is well that the people are refusing longer to be misled by a disloyal organization seeking only its own selfish interests. The German propaganda is far-reaching.

The New Crusade

A BOY of seventeen at a training camp, asked if his parents had agreed to his enlisting, said they were willing that he should "see the world." The American soldier has taken the place of the American tourist in "seeing the world."

The London *Spectator*, commenting on the departure of our army for European soil, speaks of it as "The New Crusade" and says: "Many of the men had never before seen the sea." Literally this was true of the majority whose homes had not bordered either ocean. One understands his own country better and appreciates it more when he has visited some other country.

So the man who sees the sea for the first time when he boards a transport will come back to his home land, if he comes back, as we trust he will, a citizen of the world. Companion in arms with the soldiers of Britain and Belgium, France and Italy, he will learn to appreciate these great nations whose traditions run back into the Middle Ages and the early Christian centuries, and will return to Ohio, Dakota, Kansas or Minnesota a bigger and broader man.

As the *Spectator* says, "We do not wonder at any desperate desire in the enemy to force a conclusion before the men from Nebraska have learned that they are citizens of the world, and the United Anglo-Saxons have realized their strength."

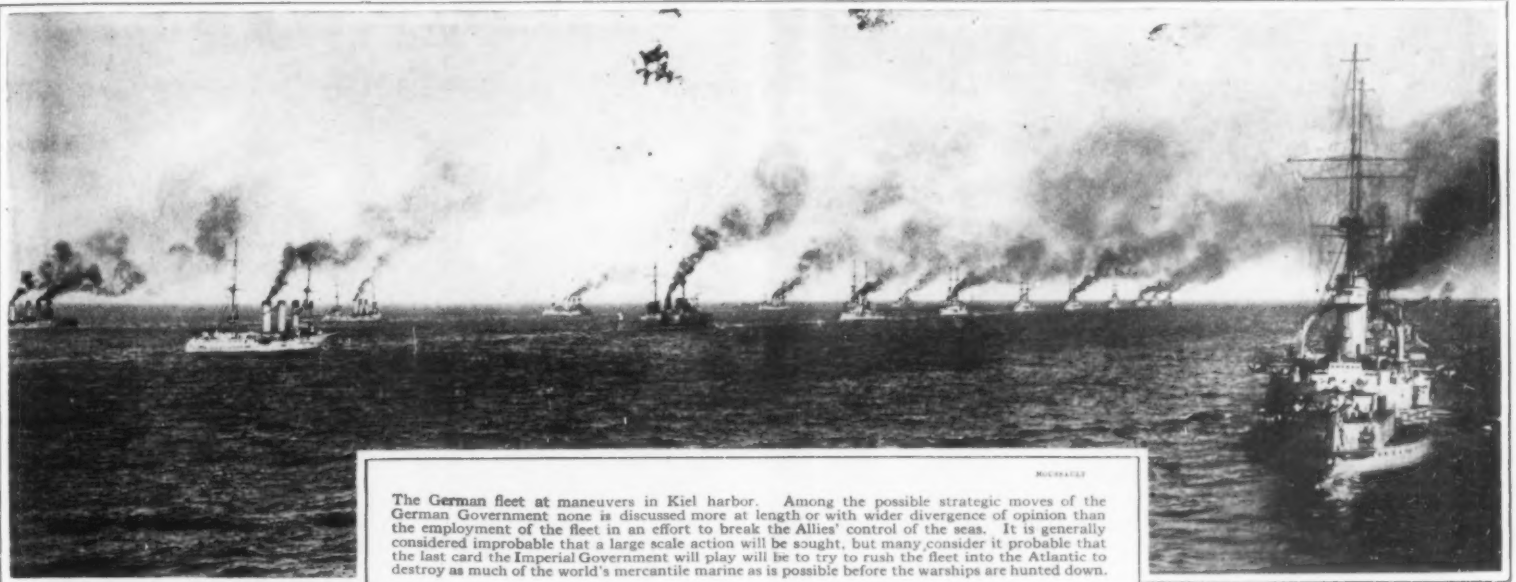
The Plain Truth

OVERWORKED! Does the Government overwork its employees? If it does, and accidents result, is it any more excusable than a private corporation? The public never showed the slightest leniency toward the railroads when a sick or overworked engineer ran past the signals and wrecked his train. What then will be the popular verdict toward the Government for the collision on the Michigan Central Railroad which killed 85 circus employees and injured 150 others? The engineer of the empty troop train, which crashed into the circus train, was asleep owing, as he says, to sickness, and ran past the signals. The public was never much disposed to listen to any explanations the railroads made of special exigencies, or their dependence upon the human factor to prevent accidents. Will it be any more lenient now that the Government is responsible? If the Government is to conduct business, it must accept the measure of blame, as well as of credit, that goes with it.

RUSSIA! A correspondent of the *New York Times*, in France, writing of the enormous size of the German army and the danger of its increase by making drafts on the Ukrainians, suggests that something should be done, quickly, to curtail Germany's use of the limitless man power in Russia. He advises more active propaganda work by America in Russia and adds: "I have heard it suggested that Theodore Roosevelt probably would make a success of such a job. With the political situation existing in Austria, the use of Russian man power seems to offer the Kaiser his only chance to increase his army and always keep it ahead of the Allies as the increasing force of American soldiers is thrown into the balance against him." If Colonel Roosevelt would consent to take up this mission what possible objection on the part of President Wilson could there be to entrusting it to him? With his boundless enthusiasm and his patriotic and militant spirit Roosevelt would carry the American message to Russia, and more than counter-balance the persistent intrigues of Germany. Personal and partisan considerations must all stand aside in this grave crisis of the civilized world.

SEDITION! It is a remarkable situation when a band of men being tried on charges of seditious conspiracy point to a Government report on their organization as their "guiding light" in all they have done. This is what happened in the trial of I. W. W. leaders before Federal Judge Landis at Chicago. The report in question is that of the Federal Industrial Relations Commission of which Frank P. Walsh was chairman—the same Walsh who is now acting as labor mediator for the Government. Among the elect it is reverently known as the "I. W. W. Bible." Recently we reminded the taxpayers of the country that this report, radically socialistic, with its sympathetic description of the I. W. W. as a "band of groping fellowship," cost them \$150,000. There are some things at Washington that deserve criticism, and that ought to be criticized even in wartime. There is something wrong when a Federal Commission coddles an organization whose leaders are on trial for attacking the Government, and when a Government report becomes the "Bible" and "guiding light" of the organization. Society faces an I. W. W. or Bolshevik menace. It is bad enough to have college professors, magazine writers and lecturers defend such organizations, but when Government commissions do so, it is beyond the patience of the taxpayers.

DEMOCRATIC! Conscription is a principle of democracy not a weapon of autocracy. It is just and democratic because it plays no favorites, but compels every class to bear its share of the nation's burden. Whether it is a question of the nation's man power or its wealth the principle should be applied the same way. The Government could confiscate all private property if necessary in order to win the war, just as it could send all men to the firing line. It does neither, but levies upon the earnings of all alike to supply funds, just as it calls all of certain classes to fill its armies. The wealth of the country voluntarily responded to the nation's call in the Liberty Loan campaigns, particularly the third one, according to this principle. Wage-earner and capitalist vied with one another in buying to the limit. For example, 10,182 out of 10,976 employees of the American Sugar Refining Company purchased nearly three-fourths of a million dollars' worth of the bonds. In another large corporation, the Corn Products Refining Company, 97 per cent. of all employees backed up the Government by the purchase of its bonds. Democracy does not stand for the destruction of wealth, but for the principle that out of its earnings wealth should pay its proper proportion for the nation's defense. A democratic army, backed by a unanimous popular response to the nation's financial needs, will win the war for democracy.



The German fleet at maneuvers in Kiel harbor. Among the possible strategic moves of the German Government none is discussed more at length or with wider divergence of opinion than the employment of the fleet in an effort to break the Allies' control of the seas. It is generally considered improbable that a large scale action will be sought, but many consider it probable that the last card the Imperial Government will play will be to try to rush the fleet into the Atlantic to destroy as much of the world's mercantile marine as is possible before the warships are hunted down.

GERMANY has officially conceded the failure of her great offensive on the western front. That is the net significance of Foreign Secretary Von Kuehlmann's extraordinarily interesting address before the Reichstag on June 25th. The rage with which Von Kuehlmann's statements were greeted by the militaristic Pan-German press is the best evidence of a marked recession from the previous attitude of the German government. It is a far cry from the Kaiser's "Strong German peace to be won by the might of the German sword" and to Von Kuehlmann's admission that "in view of the magnitude of this struggle and the number of powers, including those from overseas, that are engaged, its end can hardly be expected through purely military decisions alone and without recourse to diplomatic negotiations." The fact that the German government disowned the speech is only camouflage. Having lost hope of immediate victory Kuehlmann was "elected" to break the news to the country even if by doing so it became necessary for the government to disown him.

As we have frequently pointed out in these pages, no territorial gains could give the Germans a decisive victory, so long as the French and British armies were able to present a united front behind which America's unlimited military resources could be developed. When they were checked and held before Amiens, the Germans lost their last opportunity to separate the French and British armies. Since that time they have struck desperately at various points in efforts to take the Channel Ports, or to capture Paris. But the most promising chance of a decisive German military victory was lost when the first offensive in Picardy failed. There is every reason to believe that the speed with which the American reinforcements were rushed to France was a disagreeable surprise to the German higher command. Not only the quantity but the quality of the newly trained American units surpassed all expectations of the Allies, and now that over a million American troops will soon be in France, the day is not far distant when General Foch should be able to seize the initiative and return to the offensive.

The Germans are realists in politics as well as in military affairs. At almost any stage of the war, the real terms upon which they have been willing to make peace have corresponded fairly closely to their prospects of failure or success. Von Kuehlmann's speech before the Reichstag was a very good statement of

A Week of the War

By HENRY FARRAND GRIFFIN

a very bad case. He put the best possible face upon Germany's present situation; none the less he made damaging admissions which the Pan-German press was quick to seize and enlarge upon. Von Kuehlmann's address was planned by the German Government as a means of breaking the news gently to the German people that the great offensive had failed. As some of the German newspapers pointed out, it was rather curious that the foreign secretary, rather than Chancellor Von Hertling, should undertake to set forth matters of such far-reaching importance. It is worth remembering, however, that this is not the first time that Germany has maneuvered unpleasant admissions in a similar fashion. More than once a puppet has been set up to free a trial balloon and test out its effect upon the public at home and abroad. It is simply a reverse of the interesting German habit of announcing the progress of victorious armies, "under the leadership of the King and Kaiser." It may well be, therefore, that there was very good reason for the Reichstag speech being made by Von Kuehlmann, rather than Von Hertling.

Another extremely interesting aspect of Von Kuehlmann's speech was his repeated reference to Mr. Asquith's views and statements, while he completely

ignored Lloyd George. The point of this is clear enough to anyone who understands the present political situation in England. Mr. Asquith, quite as much as Lloyd George, is in favor of pressing the war to a victorious conclusion, but it is probable that Mr. Asquith would look far more favorably

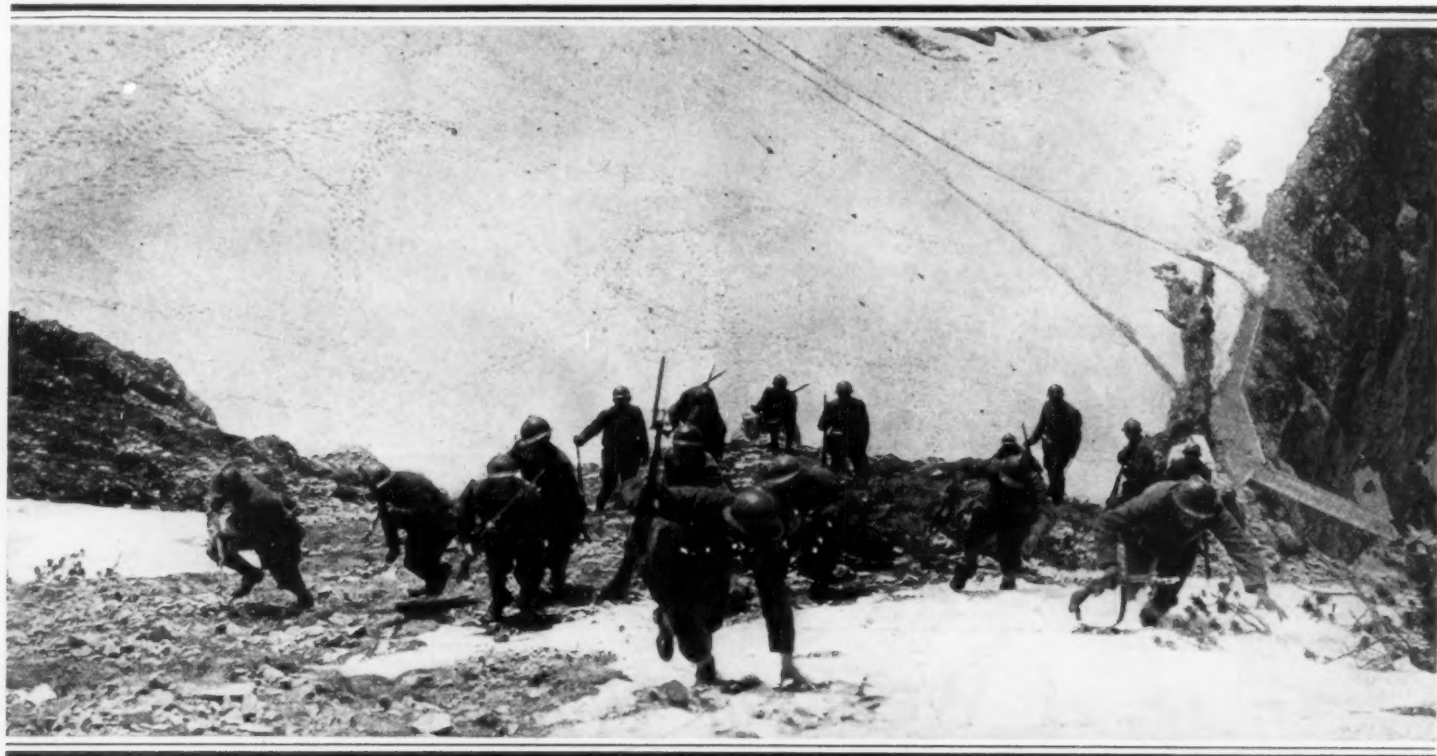
upon reasonable proposals for Peace negotiations, than would Lloyd George with his famous, "knockout" policy. It is a fact, too, that if a new government should come to power in England, the chances would be good for some kind of a coalition cabinet, led by Mr. Asquith, Lord Lansdowne and Mr. Henderson, the labor leader who has already announced his adherence to the proposal for an international socialistic conference to which the German socialists would be invited upon certain conditions. Considerations of this sort doubtless had considerable weight with Von Kuehlmann in his frequent and somewhat courteous references to Mr. Asquith.

There is probably no doubt that Germany at the present time would offer exceedingly reasonable terms of peace in the west, so long as she were granted a free hand in the east. In view of President Wilson's announcement that the Allies would not abandon Russia, it is hard to see how any basis for peace negotiations is afforded by Von Kuehlmann's statement. The Allied peoples, moreover, will not soon forget that it was Von Kuehlmann, who was put up as a stalking-horse at Brest-Litovsk and permitted to indulge in long academic dialogues with Trotzky, until the time came for action, and then it was the German military leaders who took charge of the proceedings and dictated the ignominious terms of peace to Russia.

In view of the considerations outlined above, it is well that we in this country should accurately estimate the part America will be called upon to play when the Allies resume the offensive. We shall be foolish, indeed, if we underestimate the difficulties of the long grim job ahead of us; if there is any one thing that has been an outstanding lesson of this war it is the overwhelming advantage the defensive has over the offensive under modern conditions. If the Germans, with their excellent tactical and strategic leadership, and the enormous reinforcements in men and materials that they were able to bring from the eastern front, were not able to break down the Allied resistance in the west, the lesson is plain that the Allies are going to have a long job ahead of them before they will be able to win a decisive military victory over Germany in the field.



British Tommies find a cow that had been left behind when the inhabitants of a village left before a battle.



Having reached the summit the men are deploying for the attack. Bayonets are fixed and heads and bodies kept low. It is slow work, this mountain climbing and fighting in the

Alps, for ice and snow impede the men at every step. The Italian success in beating back the Austrians in June has raised the fighting spirit of Italy to a high degree.

With Italy's Fighting Heroes

By JAMES H. HARE, Staff War Photographer

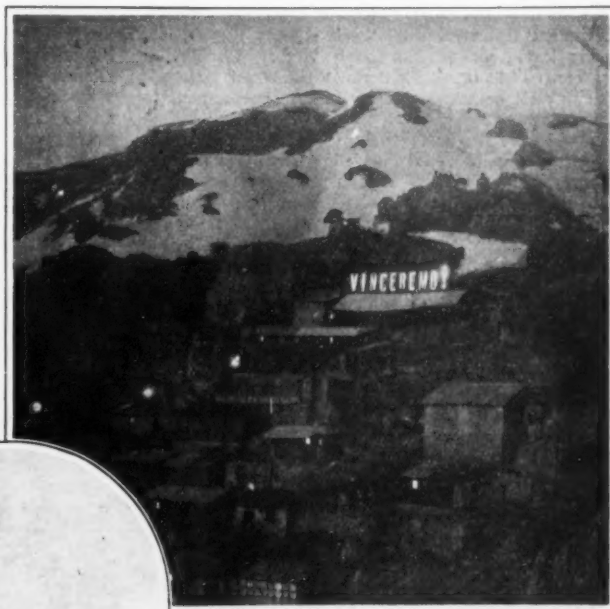
HAVE you ever climbed an Alpine peak in the spring? If you have you are not among those who wonder why the Italian front remains quiet in the winter and early spring. For the most part the snow-filled mountain passes are not only dangerous for the movement of troops but also absolutely impassable. I have seen men try passes in early May and sink to their waists in the beautifully white but cruelly treacherous crystallized vapor.

In the climb on which I obtained many of these pictures I went up to my waist several times. When I reached the front I had on campaign boots, that are provided with large hob-nails, which I have found necessary for the muddy roads. My guides laughed at them, said they were entirely inadequate, and proceeded to attach large grips two or three inches high, creepers as we should call them at home, creepers of a giant size. Even though equipped with these and an Alpine stock fitted with a flange a few inches from the end to prevent it sinking too far into the snow, I was glad to

invoke the aid of the captain accompanying me to assist me, or the private who would suddenly call out, "Be careful, sir," in good English. As my knowledge of the Italian language is to say the least somewhat limited, and the captain's English on a par, I was glad to hear my own language spoken on one of the highest peaks in the country. The speaker had learned it, I discovered, in a factory in Connecticut, U. S. A.

Thus equipped, we reached the peak of a high hill one day just as the Italians were about to launch an attack.

Speaking of peaks, it is a revelation to see the many, many guns hidden to the ordinary view, that are concealed in every nook and corner of the mountains, ready to belch forth their venom at the slightest provocation. Siege guns of enormous



Vinceremo! "We shall Win!" showing the spirit of the Italian troops in letters six feet high. This photograph was taken at 10 o'clock on the night of the anniversary of Italy's entrance into the war. The sign is placed against a mountain over an army town.



Mr. Hare accompanied by an officer and a soldier detailed to assist him wades through the drifts in his climb to a front-line observation post high above the valleys filled with friends and enemies. "It's all right if you don't weaken" writes Mr. Hare of his climb.

calibre of course do not have to be placed on mountain-tops, the bases are suitable for them. The 75 millimeter, the soixante-quinze of the French, are just as much in evidence with the Italians, while rapid-fire guns of various makes, but principally the Fiat, a native-made gun—and I am told a very good one—and anti-aircrafts also are much in evidence as you climb the slopes.

Why go to the mountain-tops then? If they are so well protected, why does the enemy not come through the valleys? It is a very simple reason—because there are more guns in the valleys, protected in various ways, not the least of which is the barbed-wire entanglements. And by the way, there never before was a time when so much barbed-wire was in use. If the



The Italian has been famous as a knife fighter since the days when the freemen of Rome won their battles with the short bronze sword of antiquity. Today he calls the bayonet

his knife, and carries it between his teeth when entering a close-quarters fight. Two of the men in this picture have been through some of the bitterest fighting.

inventor of that commodity received a trifling royalty on its production, he would be rich indeed, considering the millions of yards in use today in all parts of Europe.

Reaching the front-line trenches one is privileged to look through loopholes in observation posts and gun positions down on to the Austrian positions only one kilometer away. However, there is a valley

Bang! and off go the Italian guns. Two hours of bombardment then a slackening. Half an hour of suspense; vain efforts on the photographer's part to pierce the mists hanging over the valley below; rumor starts among the men. Then authentic word over the telephone wire that the troops have taken their objective.

On the way back to headquarters we paid a visit to a big naval gun that was hidden away in the plains. It fired a shell weighing 885 kilos, 21 kilometers. It took a charge of powder weighing 150 kilos each time to fire it, and each shell cost 20,000 lire. The gun weighed in the neighborhood of 220 tons and was mounted on a railway carriage with a specially fitted car as tender. There is a train of cars for the men of the battery to live in, all properly camouflaged to hide them from the enemy.

On some days we ascended the mountains with the aid of the Teleferica. This is much quicker than by any other route, perhaps not so easy on the nerves. It is a kind of lift or elevator as we call it, only in a more horizontal position, the cage in

which you sit or recline is attached to a wire suspended from another sloping wire by friction wheels. When the drum revolves and the wire is drawn up, one cage descends as the other ascends. It swings free and you see space all around as you go up or down. An uncanny feeling as you look ahead of the cage, added to shells screaming above, does not tend to reassure you. 'Tis a question which is the more uncomfortable, the going up or going down. Some grades are steeper than others, that is to say, the wire is at a greater angle, as much as 60 degrees in places. Then as the grade changes instead of going up you appear to be going down. It is necessary to have plenty of grease on the wire to lubricate the wheels, and when they pass an upright with a loud click, very often a daub of the black sticky grease falls upon your clothes. Few regret the end of the journey.

On May 24, the anniversary of Italy's declaration of war against Germany, I saw the bombardment of Zugna which the Italians took later. From 2.30 in the afternoon until dusk a continuous furnace of fire was launched upon the doomed position. Unfortunately the clouds prevented the taking of photographs. That is one of the effects of mountain warfare. You never can tell when the atmosphere will be clear. But I am convinced that now that the Italians have recovered their gait, it will take more than clouds to keep them from their objective.



Clouds mingle with the smoke of battle high in the Alps. Following a terrific artillery preparation the Italian troops are advancing under cover of the barrage. The clouds aid in obscuring them from the camera.

between, so while you must be careful not to expose yourself to the enemy, it is not necessary to abstain from talking, as in trenches nearer to the enemy.

An occasional shell bursts near. The enemy is trying to draw the Italian fire, to find out where our batteries are hidden. But we do not reply until it suits our purpose to do so. Then an aeroplane is heard and finally seen sailing steadily overhead and our anti-aircraft guns immediately get busy. Many shells burst near it. Enemy though he be you shudder as you think what would happen to the aviator if he even had to make a landing on account of engine trouble, let alone being hit, there being absolutely no landing places in that mountain region. He makes off over the hills however.



In the first-line trenches. If you went any farther you would be in the Austrian lines. The Italian soldiers are watching an artillery bombardment on their flank. Their whole attitude shows their proximity to the enemy's line and their tense interest.

Heavy Cannon Too Much *for* Austrians *on* Piave

Photographs by
JAMES H. HARE, Staff Photographer

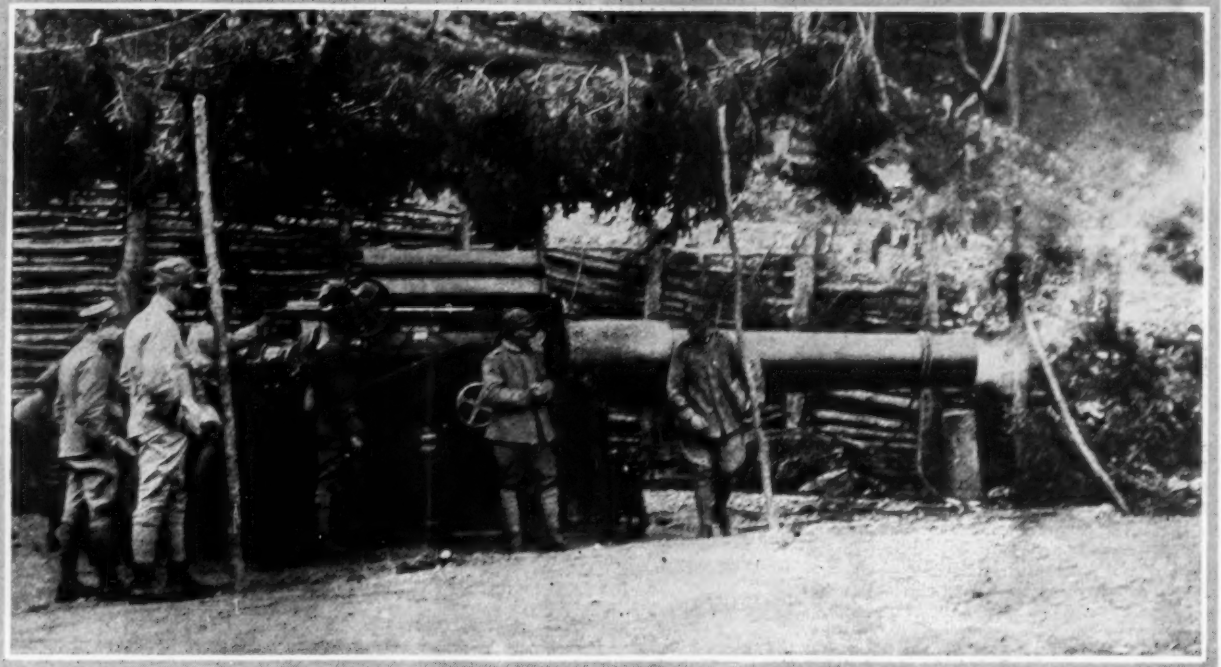


Six men are required to carry a shell to this 320-millimeter gun. Three of these crews are at work during a heavy bombardment, bringing the shells to the gunners.



One of the heavy guns with which Italy drove the invading Austrians back across the Piave. Austria's blow for 1918 has failed, her campaign bids fair to turn into a grave disaster.

The great gun a moment after it has been fired. Smoke is still issuing from its muzzle. The foliage of the camouflaged roof is still vibrating from the concussion. Shells from these guns were poured for days on the Austrians who had won the west bank of the Piave before the invader was able to recross the swollen river.





The program called it "the greatest open air concert ever held in America." Ten thousand roystering soldier boys from Camp Fremont attended at

Stanford Stadium, Palo Alto, California, heard Schumann-Heink sing, and joined in the choruses led by Festyn Davies, the musical director of the camp.

"Cost Plus a Profit"

A Two-Edged Sword or How the Washington Amateur Economists are Perplexing Business Men and Increasing the Living Cost

By GEORGE H. CUSHING

WHEN men at home buy their papers eagerly, and then hesitate over opening them because they fear that they will read just what they least want to read about conditions "over there," it is no decent time to raise a question about business affairs at home.

But when bill-paying time comes around and when it becomes evident that living expenses are wiping out the margin on which the great majority were relying to buy their Liberty Bonds, it is obvious the business question at home must be raised.

When this crisis comes in the little home circle, America becomes painfully conscious that there are two groups of men at Washington. One is raising money and getting things to maintain the boys at the front. The other is raising such hades with living expenses it is interfering with the work of the first group. At that point, devout and patriotic men pray for that rare power which will allow them to wade into and set straight those men who are disturbing home conditions, without so much as ruffling a hair of those who are looking out for the boys.

It is an awfully hard job that America thus gives itself, because to most minds "the government" means everything at Washington—the good and the bad; the useful and the wasteful. It is hard to draw the line, because some of the officials who are most directly responsible for raising the prices at home are most useful in protecting the supplies, not only of our own boys, but also of the Allies and the dependent neutrals.

If it were not possible to retain all the good work and still in a large measure rid America of its great home problem, this article would not have been written. The biggest mistake made by our Government was not in entrusting great problems to amateur economists—which is bad enough—but in deciding to base prices on "cost plus" something or another. In buying supplies for the Government, it is cost plus a percentage—usually ten—that governs.

In fixing prices which the people may pay for home supplies, it is "cost plus a fair and reasonable profit" that governs. On its face, this program looks fair enough. The people do not want to buy things for less than cost. The manufacturer and the merchant can expect nothing better than cost plus a fair and reasonable profit. But, after this plan has been working a while, the purse holder rises to ask: "Whose cost, Father Abraham? Whose cost? And, on what basis is that cost figured? Who is watching that cost? Who controls it? What is being done to control it?"

For instance, the Government must buy a million pairs of shoes this month. The price to be paid is cost plus ten per cent. The cost this month is \$2.00 a pair. The profit to the manufacturer is twenty cents a pair. Therefore, the price to the Government is \$2.20.

But the shoe manufacturer sees that if his cost—by some accident—climbs to \$2.50 a pair, his profit rises to twenty-five cents. If that happens he has made an extra nickel per pair without turning his hand over. To help this along, the shoemaker asks for higher wages and the leather maker demands higher prices. And the shoe manufacturer by merely consenting to increase his costs violates all rules of commerce by profiting more.

The month following you go in to buy a pair of shoes. The price has advanced a dollar a pair. You are in competition—so the dealer tells you in explaining the rise—with the army. You aren't. You are merely a victim of

the Government's "cost plus ten per cent," and of the manufacturer's cleverness. The joke of it is that the Government's buying method was adopted to stop profiteering.

On products "regulated" for home consumption, the Government's program is "cost plus a fair and reasonable profit." The amateur economists employed by the Government to regulate business dug this policy out of the Federal Trade Commission's waste-paper basket where Edward N. Hurley had filed it away when he resigned as its chairman. Mr. Hurley had made excellent use of this "cost plus" plan three or four years ago. The business of the country was poised between the dogs and the Sherman law. Mr. Hurley winked the other eye and said in substance to the worried business men:

"You can at least charge for your merchandise what it cost you to produce it. Maybe, even, you can agree among yourselves not to sell for less than cost." Mr. Hurley had used "cost" as a way to force prices up to a profitable level. The politicians tried to use "cost" as a means of forcing prices down to a reasonable level.

Again, after a period, the purse holders arose to inquire: "In the name of all that is holy, whose cost? How are those costs arrived at? Who controls them?" There was a world of reason for those questions.

One big handicap which the Government faced was that the Trade Commission had taught the business men a whole basketful of new tricks. That is, the business people are now charging to "cost" things that had never occurred to them as belonging to cost until Mr. Hurley began his great campaign.

The butcher used to buy meat, we will say, at ten cents a pound and sell it at twelve and believe that he had a profit of two cents a pound. Today, he knows that that isn't "profit" at all but merely a "gross margin." So, today, the butcher takes the cost of the meat and adds to it the rent on his store, the cost of the sawdust on the floor, the cost of the labor of scraping the block, the cost of the waste—the bones, the skin and the suet cut off the carcass—and his salary. Thus he gets his real cost. It is no longer just ten cents a pound that he paid the packers, but that ten cents plus all these other things which he considers as his cost of a pound of meat. To this mature and expanded cost of a steak or a chop he adds his proposed profit of two cents a pound to get his selling price.

If the butcher delivers the meat, he adds, under instructions, a few more items to cost. He used to say that he had to deliver meat in order to meet competition. Naturally, delivery was free. But, today the cost of delivery is part of the cost of doing business and must be so figured. For instance, the butcher bought a horse when it was five years old, paying \$200 for it. So, he "writes off" each year a fifth of the purchase price of the horse—\$40—to "depreciation." To this he adds a certain amount—say another \$40 a year—to cover the chance that the horse will pass on as the result of a case of colic or a stroke of lightning.

Meanwhile the horse has to be housed, fed, shod, harnessed and doctored. Also, the wagon must be written off, repaired and painted. The driver must be paid. All of this is summed up and charged pro rata against the cost of each pound of beefsteak.

Right there Uncle Sam begins to face one of his big

problems in these price-fixing days. Some butchers cut up and sell and deliver a quarter of beef per day. Other butchers cut up, sell and deliver a small herd of cattle every day. One butcher has but a few hundred pounds of meat over which to spread all of his costs. The other butcher has many thousands of pounds of meat over which to spread his costs. One, in fact, has a high cost of handling per pound; the other fellow has a low cost of handling per pound.

In fixing prices for the whole nation, whose cost shall Uncle Sam use? Shall he base prices on the big butcher shop's cost and drive all but the big butchers out of business? Or, shall Uncle Sam use the little butcher's figures? If he did that he would boost prices on himself.

In some businesses, like coal, the same problem works out exactly the other way around. A coal merchant must buy in summer and store it away until the people are ready to buy. This means that he must have quite a tract of real estate and machinery to put it into and take it out of storage. Figuring Mr. Hurley's exact way, the coal merchant's cost includes not only cost of the coal at the mine plus the freight rate, but these things plus the interest on the money invested in the real estate, the interest on the money invested in the coal, the labor cost of putting that coal into storage, and the loss due to rough handling.

On the contrary, the coal peddler has no real estate, no storage and no office expense. He buys at the same mine price as the other fellow; pays the same freight rate; unloads from a public team track, weighs over a public scale and sells the coal himself. He has no bookkeeper because he sells for cash. Therefore, he has no bad accounts and no interest to pay on investment. His office is in his hat and he can get a new one for \$2.00. The peddler's cost of handling coal is away below that of the man who owns a big plant. There arises again the question: Shall Uncle Sam in fixing prices, use the low-cost man's figures as his basis? If he does, he drives the big merchant out of business and loses in a critical time the use of both his storage piles and his facilities.

But, if Uncle Sam uses the high-cost man's figures as a basis, he boosts coal prices on himself and gets nothing more satisfactory than the assurance that he has played the game according to rule.

Whether Mr. Hurley could have worked his own system backward as well as forward is something which he alone could answer. He hasn't discussed the question. His business-life-saving idea in the hands of amateurs is producing some fearful and wonderful results. One of them is shown by a ruling that every merchant must add his own cost of doing business to his own purchase price of goods to arrive at his own selling price.

This means that the little butcher must charge three to five cents a pound more for steak than the big butcher is allowed to ask. The little coal dealer, however, must sell his coal at forty to fifty cents a ton less than the big merchant is allowed to charge.

The way this works out is that the price on precisely the same things is presumably different in each merchandise house, because each merchant's "cost" is individual. Of course, two stores side by side can't sell the same articles at different prices. So, they charge the same prices, continue to live, lie to the Government to keep peace in the family, and hate the whole miserable system.

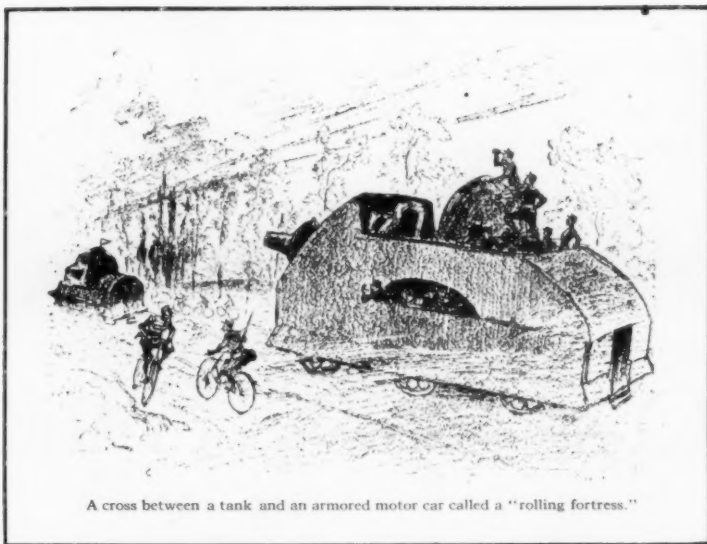
Nothing New Under the Sun



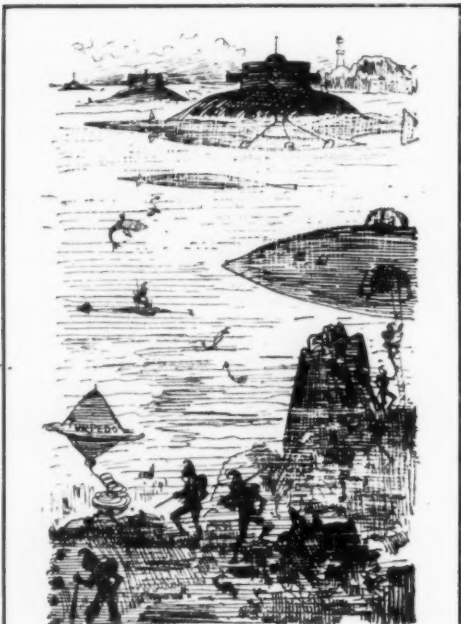
A mask for protection against asphyxiating gas.

EDITOR'S NOTE: Back in 1883 the great French illustrator, Robida, proprietor of the paper "La Caricature" published a ridiculous study in 20th century warfare that convulsed its readers because of the grotesqueness of the fantasy. Submarines, Zeppelins, airplanes, gases, huge high-explosive shells, armored tanks, liquid fire and the hundred and one appurtenances of warfare that have been developed in the great war were written about, drawn and laughed at by the author-artist and his friends.

The story entitled "The War in the Twentieth Century" appeared in "La Caricature" for October 27, 1883. It had its day and was forgotten until a bibliophile, M. H. Beraldi, found it and secured its publication by Dorbon, Senior, of Paris. LESLIE'S reproduces certain of the drawings and the text by the courtesy of "New France."



A cross between a tank and an armored motor car called a "rolling fortress."



Floating mines, torpedoes and submarines for sea warfare.

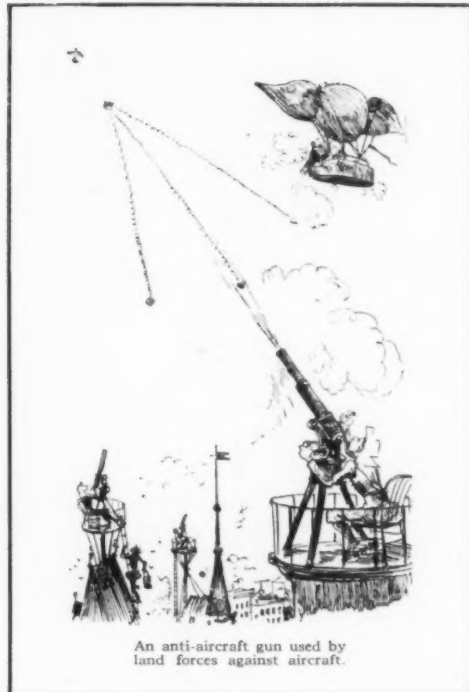
having decided on war, had very secretly sent against them a strong division of submarines, even before sending their first note to the Mozambicans. At the very hour that the declaration of war reached Mozambique City, the commander of the submarine fleet, in the middle of the Mozambican canal, received his instructions by a special wire and with a single button, he discharged all the mines along a twenty-mile waterfront, destroying two frigates, eight submarine destroyers and forty to fifty freight ships, belonging mostly to neutral nations.

April 23rd—Complications in the south. The Australian Atlantic squadron, which was supposed to be in America, arrived, contrary to all rights of nations and treaties, planning to land a corps of troops on the neutral territory of Kaffraria.

Port-Natal was seized during a night attack. The Kaffrarian troops offered only a feeble resistance and King Nelusko III contented himself by protesting in a noble address to the diplomatic corps. The Australians, arguing about the bonds of origin between the founders of the old English colony of Port-Natal and Australia, proclaimed the annexation of Kaffraria to Australia, announcing at the same time their intention of respecting the rights of King Nelusko, if he was willing to recognize the suzerainty of powerful Australia.

This sudden conquest of Kaffraria gave the Australians an excellent military base and with it the key to the railroads of southeastern Africa, Tombouctou-Congo-Cape and all the Mozambican branches.

The Mozambican statesmen realized the danger which threatened small neutral countries, too weak to enforce respect for their neutrality from their powerful and none too scrupulous neighbors.

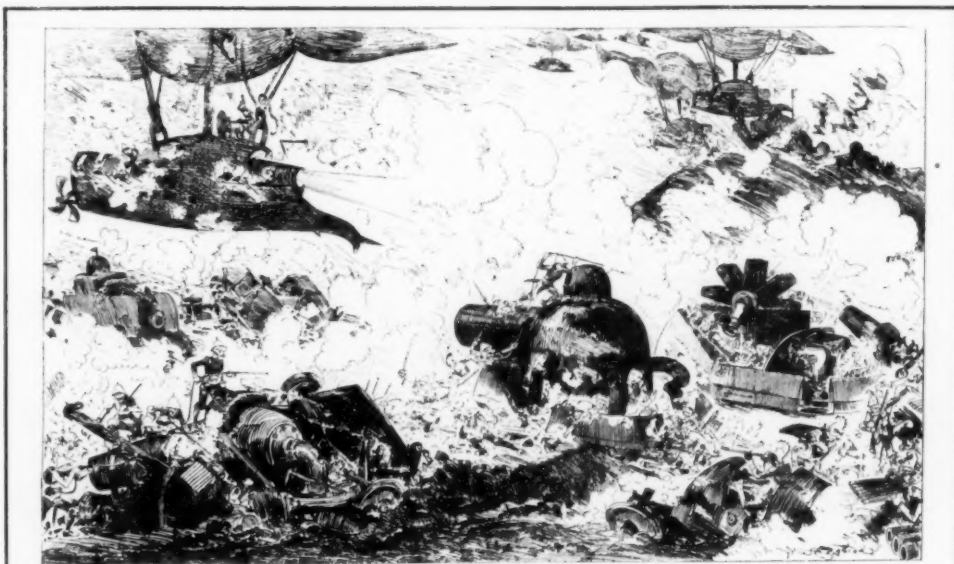


An anti-aircraft gun used by land forces against aircraft.

THE war opens April 23rd, 7 A. M., with a telegram announcing the declaration of war on Mozambique by Australia. At 7.50 A. M. several terrible explosions took place on the wharf of Mozambique City. The water was thrown high into the air and three streaks of fire were plainly visible; they were torpedoes. The engineer, Marshall Blick, who had just returned in his admiralty balloon from a nocturnal reconnaissance, was almost struck by these torpedoes, although he was at an altitude of over 1,000 feet.

The Australians' first attack followed very closely their declaration of war. The Mozambican engineers were calm. The telegrams of the aerial observation fleet on the Australian coast only announced that troops were mobilizing in Melbourne and other ports.

The Australian government,



The world's greatest battle as depicted thirty-five years ago. Rolling blockhouses (tanks) and air fleets play important parts.

vanced upon the moving fortresses of the Mozambican troops, in spite of the terrible fire of six hundred pieces of railway artillery and two or three hundred pump-guns of the aerial squadron. The right wing of the Australians was pushed back and almost annihilated in less than twenty minutes, but a division of rolling blockhouses in reserve, led by the Adjutant Engineer Flashurst, the eminent professor of the Military University of Melbourne, replaced the destroyed wing and vigorously advanced in the face of a heavy attack against the halting Mozambicans.

The Mozambicans, who had been confident of victory, were forced to retire. At five o'clock when the great engineer, Marshall Blick, advanced in his admiralty balloon to release the moving fortresses from the battle and to send forward, among all

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Making *the* Best Men Physically

Photographs by EDWIN RALPH ESTEP, Staff War Photographer



The National Army men are being trained through all kinds of "stunts" that will make them quick in action and long in endurance. Various forms of "over the top" and "under the gate" make up one phase of the long series of calisthenics, sports, work, hikes, drills and general training camp activities that round a man into a well-conditioned athlete for front line work.



Most of us at one time or another have gone over or through an obstacle race, but the training at a National Army encampment gives a complete course in obstacle racing second only to that on the seasoned battlefields of France. Going over the top of the trench is the accepted method of beginning the race. Above are two types of trenches with men going over with and without rifles.



Sometimes, though, the race begins in climbing a barrier and jumping off, at first without a bayoneted gun in your hand. Later one learns to jump to spear a boche.



Then one goes under a hurdle that won't give if your head comes in contact with the ten-inch cross bar. By this time the training camp dust accents the speed of the boys if they are putting real pep into the work. These evenly matched men are making a pretty race of it. Every camp has its own peculiar obstacles.



Under and over and under again they go in their mad search for the German Kaiser. Usually the finish is a dash down into a trench and a climb out again. The ordinary obstacle race takes the place of the 100-yard dash of school days and is a 10 or 11 second proposition. On wet days it isn't so easy as it looks.

Life Within the War Zone

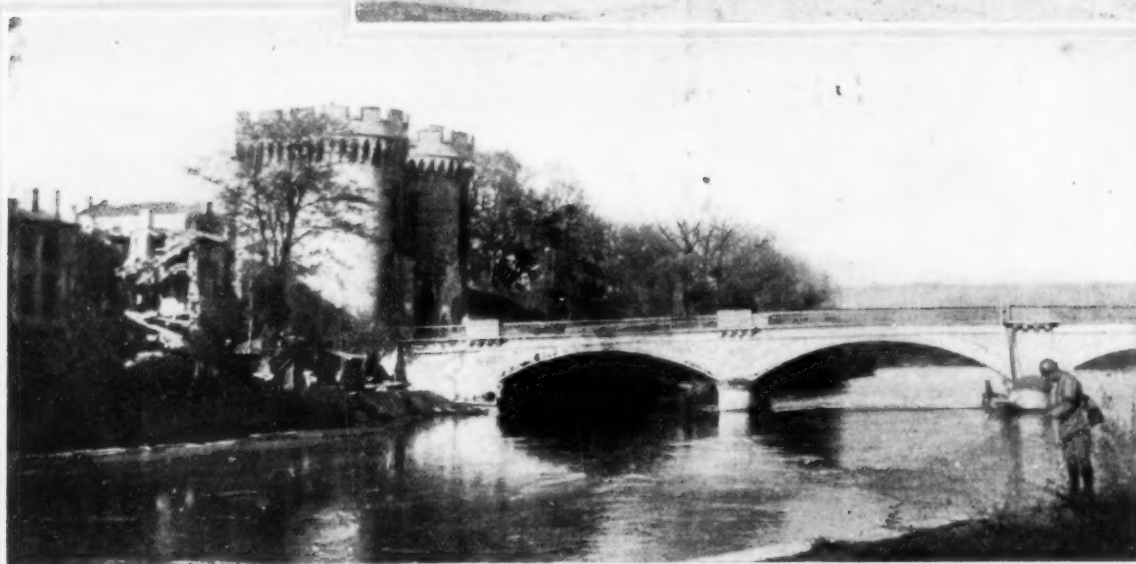
Exclusive Photographs from Within the Range of Enemy Guns



The U. S. Marines have been doing unusually fine work for the past two months. Though only 12,000 are in France their casualty list shows them well to the front. While not provided for in the regulations, pride causes many to nail the globe and anchor insignia to their "tin hats" as has this boy at the front.



The Paris bus began to play its part in the war in August, 1914. The battle of the Marne made it famous and its illustrious history remains undimmed through its four years of war activities. Here are several buses taking a noonday rest.



Verdun, the quieter side. Only the wrecked building at the left of the bridge reminds one that this scene is on the edge of one of the most terrible battles of history. Here is the town, famous for all time, beyond which "They shall not pass."



The French infantry are digging trenches along the Oise where the fourth drive of the Germans wore itself out in June and with it ended Allied fear that the Hun would break through.



The burial in a common grave of 18 French soldiers who were killed by a shell while waiting at the entrance to a trench.

Trying to "Call 'Em Right"

By EDWIN A. GOEWEY (The Old Fan). Photos by CHARLES M. CONLON



No. 1. The umpire, in a good position, stoops to catch a close play.



No. 2. The camera proves the umpire is "dead wrong" in judging the play.



No. 3. The arbiter in a position to observe a play perfectly.



No. 4. In a poor position, the umpire sees the play by looking under the catcher.



No. 5. So close to the play he sees it correctly, though his position is bad.

HIS attitude typifying the keenest expectancy, the batsman stands at the plate, nervously swinging his club backward and forward. The catcher stoops suddenly and makes a mystic signal with his hands which the pitcher interprets and then slowly and deliberately begins to "wind up." Instantly the batsman and his club become rigid, and the backstop leans forward with outstretched hands. The pitcher lurches forward, the ball is whipped from his hands, there is a flash, followed by a sharp crack as the batsman swings as if on a pivot and his club crashes against the pellet and sends it whizzing to the outfield.

The sound of bat and ball coming in contact is the sign for instant movement upon the part of every man on the diamond, but the attention of the onlookers is focussed upon the runner who, noting as he flies along that the sphere has gone well past the infield, and encouraged to greater effort by the coach, circles first base with the speed of a frightened deer and dashes toward second. But by this time the "horsehide" has been recovered and is singing its way back toward the guardian of the second cushion. As the ball strikes the infielder's outstretched hands the runner hurls himself forward and slides toward the cushion, and the finish of the play takes place in a cloud of dust.

"You're out!"

This is shouted by the umpire who, at the crack of the bat, had raced, almost unnoted, down the line to second, and being right at the base at the climax of the play had seen the infielder, with a lightning-like swing of the hand holding the ball, touch the runner just before he crashed into the cushion. Yes, despite the dust, he actually had observed just what had taken

place, something impossible on the part of the fans in the surrounding stands and bleachers.

But what follows?

The runner, although aware that he had been fairly tagged out, rises and makes a gesture signifying his disgust at the decision, thereby implying that it was not correct, while fifteen or twenty thousand rooters, red of face and spluttering, rise in their seats, howl and stamp in derision. Cries of "thief," "robber," "blindman" and "kill the umpire" ring out above the roar of general protest.

The man in blue wastes not so much as a shrug of the shoulders upon the incident, but walks back to his post behind first base, while his partner at the plate signals for the game to proceed. The umpire was right and the fans were wrong, a condition which exists at least ninety-eight times out of a hundred in which very close plays are made.

The fans, however, are to be but mildly blamed if they give tongue in angry tones to their disappointment, and probably not one in the protesting throng really wishes the assassination of the arbiter of play, no matter how numerous and loud were the cries for his early demise. Occasionally umpires have been injured by bottles and other missiles thrown by rowdies, but these cases are rare, for the real fan is a true sportsman, and able to assimilate disappointment. The actual truth is that baseball, probably more than any other sport, works the onlookers into almost a frenzy of excitement when the play is particularly close, and backed by local pride and intense partisanship, the fans temporarily lose control of themselves when decisions are made against their favorites.

But, as a class, the umpires are as honest in their efforts as the men engaged in any profession the world over, and they cherish less resentment, considering the abuse heaped upon them at times by overwrought players and spectators alike, than would most men in similar circumstances in other walks of life. And they work, and work mighty hard to earn their salaries.

There are those who will scoff at the idea that umpiring a ball game is work, but let these, just once, stand out in the broiling sun of July or August and judge a two-hour game, while watched intently every moment by two keen-eyed managers, thirty or forty players, as familiar with the rules as the indicator holders, and several thousand excited, restless and shouting spectators, every one of whom is anxious to detect some slip in judgment upon the part of the man in blue. Let them labor for that length of time without encouragement, but with shouts of disapproval ringing in their ears at frequent intervals, or have several players step on their toes with their spiked shoes, while making threats and referring in slighting terms to everyone connected with them from their remotest ancestry down to the present period, and they will be ready, not only to admit, but to make affidavit, that the umpire actually works.

The fans should remember at all times that the man in blue is compelled to give his verdict instantly and accurately, and frequently he is called upon to judge plays so close that even a Solomon might be puzzled to determine the correct from the false.

Naturally, under the prevailing conditions, the umpire who succeeds and continues in the game for any length of time must have a "hide like a drummer's sample

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No. 6. Well placed and all attention, the umpire can't miss this one.



No. 7. The umpire, stooping at the side, sees the runner slide under the ball.

Where *the* War Fire Smoulders

Photographs from MERL LAVOY, Staff Correspondent



These Serb soldiers are enjoying a play in the open air theater from reserve seats of more or less exclusiveness. The war began in the Balkans and it is not improbable that a Balkan campaign will end it. Bulgaria tires of war; Austria fails against Italy and her internal conditions verge on the chaotic, and the Turk by attacking an American hospital at Tabriz courts further trouble. Perhaps the final successful penetration of the Central Powers will be made through Southern Austria.



Looking through the peep-hole of a half-inch steel plate this young Serb soldier stands on guard at the Macedonian gate.



A French submarine chaser in the Mediterranean where it works 24 hours a day keeping the path of the supply boats and transports for Salonica clear of submarines. Scores of such boats are used.



A British method of bringing the wounded in from the front over roads impassable to vehicles. The rough Macedonian front has mothered many an invention made necessary by the lay of the land. It is not unusual for wounded men to be conveyed on stretchers for miles. Ox carts, ambulances, two horse litters are all employed in Balkan relief work.



When you hear about the local theatricals at our national army camps, don't think that American soldiers have a corner on entertainments. Here is the stage and scenery that interests the soldiers in the "upper left" corner with a bit of familiar comedy and a Serb dance or two.

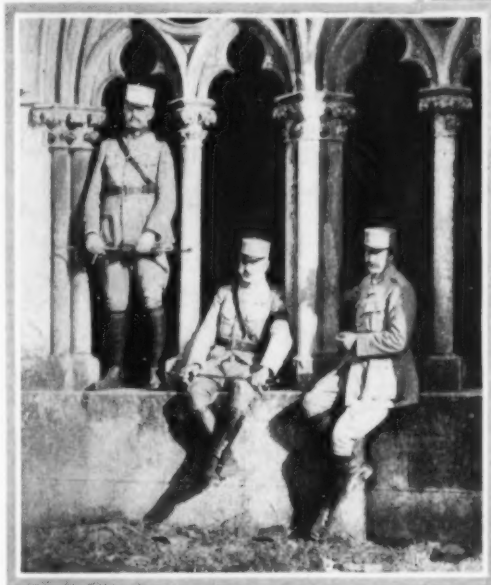
Hurrying to "the Greatest Battle"

By LUCIAN SWIFT KIRTLAND, Staff Correspondent in France

ON the night of the day when General Pershing requested for our American troops the honor of engaging in the greatest battle of history, a chance meeting with an acquaintance took me to the Cercle Volney, one of the oldest and most distinguished clubs of Paris. The rooms were crowded. There were several members of the French government, together with French and British officers whose duties, for one reason or another, had brought them to Paris. There were also a number of prominent Americans. Everyone had an armful



Having taken over a section immediately adjoining the troops engaged there is nothing for these Yankees to do but rest up.



The French commandant at (censored), seen in the center, was at a benefit operetta when the telegram came to rush his forces immediately to the front. Returning to his office he packed his kit and papers and then said, "Let's slip over to the cathedral and take a picture. It may be the last."

of late papers. The official communiqués were being combed for news. Faith was not wavering, but the hour was black.

The atmosphere of Paris was tense. The railway stations were jammed with refugees from the invaded districts and with the wounded and with men crowding onto the troop trains going to the front. Every now and again there was a heavy explosion from one of the shells of the German gun bombarding from seventy-five miles away. But, the Parisian treats with haughty contempt such an effort at frightfulness.

There is a nicety, an elegance, and a precision to the best French prose which is the admiration of the world. Into the words of his request, General Pershing put this very precision, but he also put something more—the brevity and simplicity of Lincoln's Gettysburg address.

"Je viens pour vous dire que le peuple américain tiendrait à grand honneur que nos troupes fussent engagées dans la présente bataille. Je suis venu tout exprès pour vous dire que le peuple américain serait fier d'être engagé dans la plus belle bataille de l'Histoire."

The sincere enthusiasm of the French for this message in the hour of danger was symbolic of the spirit of unity of the Allies. Within the day American troops were in transport to the lines to share the honor of engaging in the greatest battle of history.



This war may be in a motor car era, but officers must still have their horses. They don't look it, but this pair of thoroughbreds have taken more than one blue ribbon back home in America. Though the mounted man has played a small role, if the Hun lines break his day will be at hand.

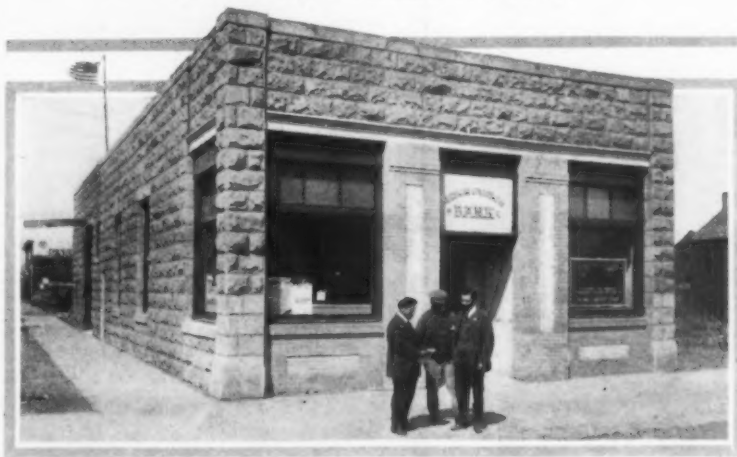
Indians Run the American Bank

By CHARLES PHILIP NORTON

CAN Indians—wards of Uncle Sam—legally engage in banking? Many lawyers would offer a "horseback" opinion in the negative, but nevertheless, they can. The 4,000 residents of the Yakima, Washington, Indian Reservation, a majority of whom are well fixed financially, through land holdings, 400 of whom, as a token of prosperity, own down-to-date motor-cars and live in modern houses, now have a substantial bank of their own, managed exclusively by Red men and for Red men—the American Commercial Bank of Wapato, Wash. It obtained a charter from the State Banking Department on November 1, last, and began business with a paid-up capital of \$25,000 and a surplus of \$2,500.

The presiding genius of the unique bank, Samuel R. McCaw, serving as vice-president and cashier, was born on the scenic reservation 49 years ago and was educated in a Quaker college in the East. He was in business for several years in Chicago and returned to his reservation 23 years ago.

McCaw came back determined to be a business man in his own home community and he was well fitted for a career. He met with rebuffs and cruel disappointments, for prejudice was prevalent in the minds of white men against admitting even educated Indians into business life. Failing to obtain employment in a bank or business house, the persistent young brave took a job sawing wood. Indians



The American Commercial Bank of Wapato and two of its officers holding a curbstone conference.



Philip A. Olney, President.



Nealy Olney, Assistant Cashier.



Samuel R. McCaw, business hero.

have an inborn contempt for hard menial work, and this must be remembered in estimating McCaw's slow but steady advancement from the wood-yard to the counting-room. His black eyes twinkle and his merry laugh rings out when today, in a company of prominent business men, he hears one of them admiringly telling the story of his rise from penury and obscurity to the pinnacle of business success. He's a hero among the white men now.

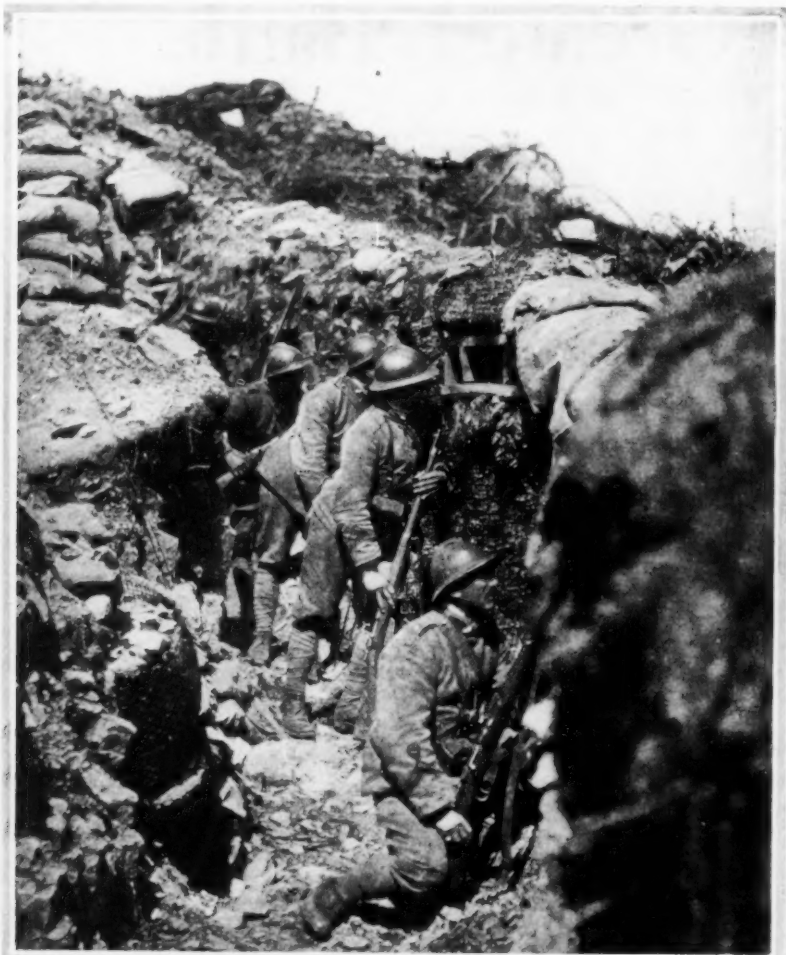
Proud of their adoption into the white man's tribe, and of the elimination of the old-time prejudice, these aristocratic descendants of the warlike aborigines insisted upon embodying the name "American" in the title of their bank. They are the first families of the country by reason of their earlier residence and have adopted the white man's ways through the benevolent imposition of a mightier race.

Banking for the Indians has its drawbacks, which gradually are being overcome. "The Indian, no matter how successful among his neighbors," said Vice-President McCaw, "is diffident to the extreme about walking into a bank and transacting his affairs in public. With us he can talk English or Yakima, as he pleases, and he soon grows accustomed to the usual banking practice. In many ways we are advising and assisting our people of the reservation in handling their finances and marketing their products, gradually educating them

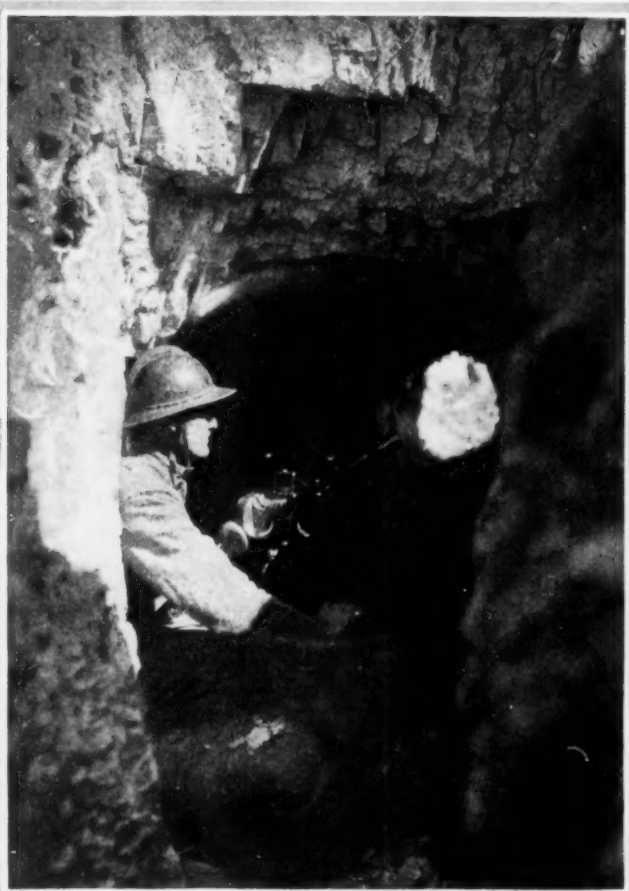
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Italy Strikes the

Photographs from JAMES H. HARE



Watching every movement in the enemy's first-line trenches. The smoke in the background comes from artillery preparation fire. Note the barbed wire entanglements in front of the Italian line, a well-nigh impassable barrier.



The mountains are honeycombed with platforms and pits for all sizes of guns. This machine gun occupies a cell carved from the rock with a port hole commanding a wide section of enemy front line.

James H. Hare, veteran of the wars of the past twenty years, about to go forward into the front lines of the Italian forces preparing for an attack against an Austrian position. Coffee is being issued in the early morning



The Italian censorship will not allow this picture to be identified more closely than to call it "an advance by rushes." Imagine it, for instance, as the brilliant and successful attack on Mount Carno, which the Italians took in the early morning of May 9 when two companies by

the Hun in Battle

JES H. HARE, Staff War Photographer



to the men in this picture. Mr. Hare, in the center, is accompanied by Colonel X. who remained with him during the day's fighting. They are about to mount the hill to an observation post overlooking the battlefield.



Italian soldiers in the front-line trenches only a few yards from the Austrians against whom they are about to advance. A few minutes more and these brave boys may be in the long column seen rushing to the attack.



On guard in the mountain caves, natural and artificial. This one happens to be artificial with a corrugated iron roof and sand-bag walls. The picture shows an advanced observation post.

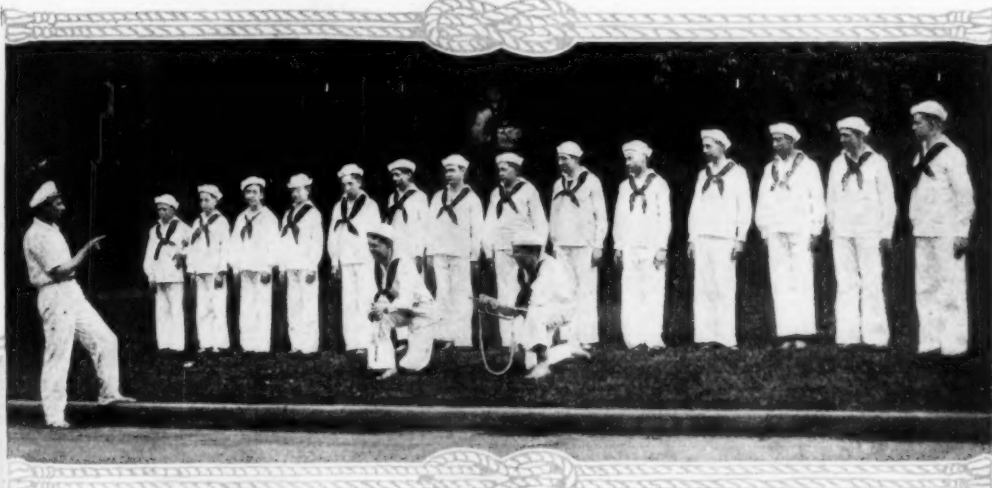
determined frontal and flank assault carried all but the very peak of the hill. For three or four days a dozen Austrians held the peak and were finally bombed to death by a lieutenant of Arditti and half a dozen volunteers. This probably isn't the attack on Carno but the action is most similar.

Sea Scouting for Our Boys

By JAMES A. WILDER, Chief Sea Scout, Boy Scouts of America

EDITOR'S NOTE: Every one knows what the Sea Scouts of England have done and are doing. They are on the night-rolling flotillas that seek the enemy in every channel and roadstead. Thousands of men are guarding England's long and tortuous coastline, day to give warning by day of Zeppelins overhead and by night of air raids and any serious craft that may broach. Hundreds of them have been placed upon the decks of ocean-going steam-

ships to build himself a canvas canoe or a flat-bottomed boat, and the next we see of him he is navigating the shoals of the duck pond or the mill dam, and in a way he is a seafarer. The cranky shallop is a school for seamanship. Sculling, paddling, rowing—everything he now undertakes is part of his education. A capsizing and a ducking, and righting the boat, drying his clothes in the warm summer sun—this is watermanship!



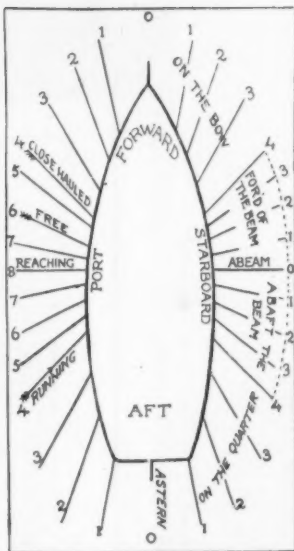
Cleveland, Ohio, Sea Scouts, organized for life-saving service. Equipment supplied by the American Red Cross.



The Sea Scouts of Canada, like those of England, have been organized into units that do things on the high seas.



The "man overboard" drill of the Sea Scouts of Philadelphia. Life-saving and coast patrol work figure prominently among Sea Scouts.



The ship as the Sea Scout knows it.

ships. From their ranks England as a sea power is recruiting young men to uphold her traditions. For seven years the Nautical Scouts, as they have always been known in the Boy Scouts of America organization, have had ship's companies in possibly a score or more of places. With the United States again suddenly taking to the water, the need has developed to give a proper training to those boys in whose hearts has always been the longing for adventure before the mast. They will now have a real chance to "down the Big Pirate." With the thoroughness of training that is given in the regular program of the Boy Scouts of America, the rapidly expanding Sea Scout branch will prove an effective factor in the new mercantile marine. As in the navy, every scout in the boat will have a specialty and a rating based on that specialty. It is not absolutely necessary that there shall be water in or near a town where the Sea Scouts are to be organized. Nine-tenths of the knowledge necessary to the men hand on the deck may be obtained at an inland town. The United States Navy Department has been interested in Sea Scouting for years, and some troops of Sea Scouts have had the use of navy equipment, including boats.

SEA SCOUT ships have started to organize! Honolulu and Porto Rico, San Francisco and Denver, Boston and Richmond—seventy-eight places organized that we know of, and three hundred and fifty in the offing. When the hanker for ships and the sea comes over the boy of today, he forth-

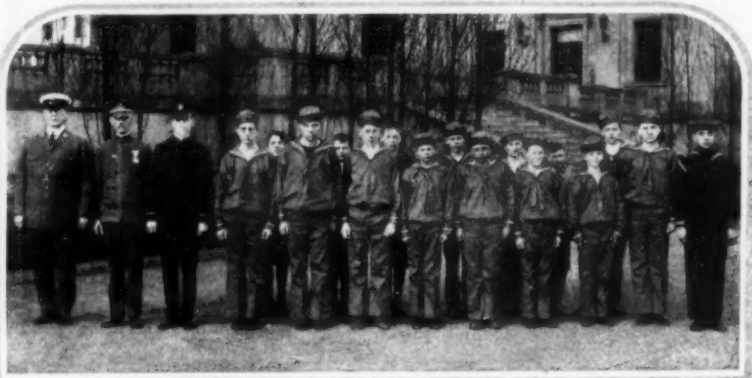
scouting is the hanker for the sea made safe and sane. Each plays a part in the dreams of boys, and the scout movement is here to teach boys how best to get the full enjoyment out of it. Scouting will take care of the woody kids—sea scouting will foster the bold-hearted raftsmen.

The first thing to do, in joining the Sea Scouts, is to be registered at National

(Continued on page 60)



The Sea Scout in his rough weather and rougher work uniform.



The Sea Scouts of Springfield, Mass. Mr. Wilder, Chief Scout, at the left.

The Chaplain as a Rookie



These huskies, looking fit to man trenches and to fight Huns, are real soldiers, but of the spiritual kind. They are preparing for duty at the front, where the "sky pilot," name abhorred in the trenches as much as the man is loved, nobly performs

his mission of maintaining the soldiers' morale. This line-up for mess of the Candidates of the Army Training School for Chaplains and Chaplain Candidates, at Camp Zachary Taylor, Louisville, Ky., is very similar to the regular thing.



At the chaplains' school the reverend gentlemen are given something of a fighting man's training. They must keep rookies' hours, go through setting-up exercises, and drills, wash dishes three times a day and practice horsemanship. Frequent repetitions of this drill by platoons would

make the chaplain feel truly martial were he not toned down by intellectual and religious work. As the commander of the chaplains' school, Major A. A. Pruden above, long an efficient chaplain in the Regular Army, puts his zealous "boys" through a course of intensive culture.

American Literators Revamped

Editors and Authors Are Shown the Activities of the War Work Council of the Y. M. C. A. and Incidentally Taught a Bit of Army Life

OUR best war literature and poetry is about to be remodeled on heroic lines. The National War Work Council of the Y. M. C. A. recently tagged most all of the certified magazine editors, authors, poets and humorists and parked them in Camp Dix for a day. So at last these self-filling fonts of knowledge have seen United States soldiers in their own home billets and some of them really can tell a corporal from a major—if their respective hat bands are not faded.

They did not witness very much intensive military training because the current shipment of troops is so rapid that Dix has become a half-way house or debarkation camp and the tired division just moved in from Arkansas evinced no wild enthusiasm over the close-up scrutiny of the literary Zeuses.

It is of no use to mention names, because there were too many among the art treasures who run a dead heat in the pursuit of irregular verbs and fame.

Suffice it to know that there will be a lot of stylish words unveiled in the next quarter's offerings. At least a score of humorists are going to call popular attention to the juxtaposition of the delousing house and the remount station.

Nor is that all, enough as it is for one day's work. An entire platoon of adulation experts are going to string synthetic pearls by the meter around the helpless necks of the "dear boys" of the second draft, having collected an armful of new data on the hardships of troops in training, and a mouthful of new words to use in spreading the sad tidings. Many of the soldiers never will know they have been immortalized as poor darlings by darling doters. Shame, isn't it?

During a brief halt at the colored Y. M. C. A. hut an authoress who had shown great interest in the religious phase of the association's work, asked a sable doughboy if he was being led to Jesus by the Y. M. C. A. To her everlasting consternation, he replied:

"No, missus, I'se bein' led tuh dat same man bah this yere Captain Smith what commands ouah company."

On the outskirts of a mammoth "sing" at which Crystal Brown was endeavoring to teach the men from Arkansas to sing "Hail, hail, the gang's all here," without reverting to the original words, a group of huskies was bent over a letter. Several searchers after the eternal pathos tip-toed over and this is the earful they got, as the reader perused a letter from an ex-comrade now at the front:

"I was bringing the blooming squarehead back to our trenches when he started to get nasty. I did not want to have any trouble with him, so I told him to beat it. He did, but about forty yards off

he blew up—one of my Mills hand grenades must have dropped into his pocket."

One lady of parts of speech was astonished at the amount of waste space between the barracks—she had thought the houses were close together, as on the East Side, and that the men drilled on the roofs. Another adjective hunter tried to tip a husky top sergeant a W. S. S., and upon last advices still was mad at his unambiguous response.

Seriously, it was one of the best things the Y. M. C. A. has done recently. The trip was instigated as a means of showing editors and writers the extent of activities of the "Y" war council on this side of the Atlantic. In this endeavor it fell short a little—not enough time was allowed for a graphic explanation of all the activities and the majority of the visitors were so shy on the fundamentals of camp life that it was slow work moving them from sight to sight. Such educational joy rides nearly always are akin to the sight-seeing of the Yankee marine who upon meeting a French poilu, said:

"Well, I've been looking your country over this morning and I think it's worth fighting for."

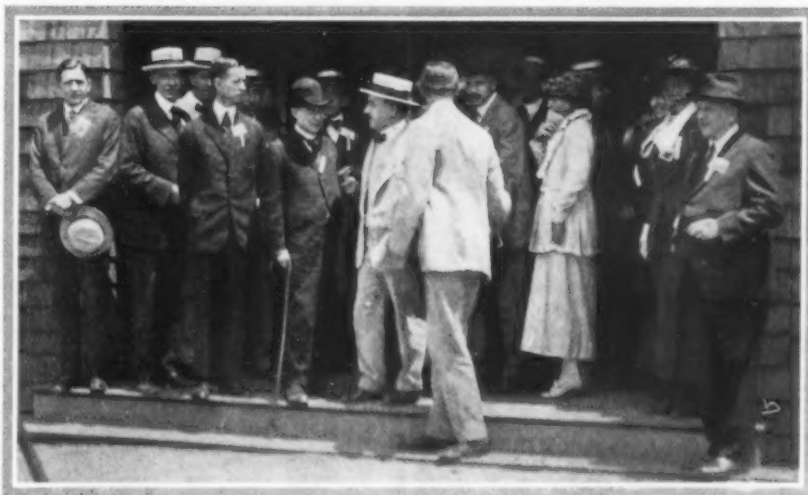
A good time was had by all except Gelett Burgess, who couldn't stage

his customary act because Houdini, the straight-jacket defier, was popular and mean enough to monopolize the idle moments with card tricks and such like.

Houdini further distinguished himself by becoming lost in the base hospital from which he was unable to escape without help. And would you believe it, in an amateur obstacle race among some of the men, Houdini was the last of all to emerge from a seven-foot trench! (Theatrical papers please copy.)

All but fourteen professional commuters missed the evening train back, so the bulk of the party came in later and got to bed at their usual hour.

Watch the magazines—the stuff will be great!



This group contains such well-known authors and editors as Mr. Bigelow of *Good Housekeeping*, Mr. Chapin of *Scribner's* and Mr. Crownshield of *Vanity Fair*, to say nothing of—but, we are modest! Also one may see Gelett Burgess and Bliss Carman's back. Bliss Carman attracted the greatest attention among the soldiers because most of the rest of the savants had taken the pains to use ordinary clothes for the day.

The Roll of Honor



Captain Rufus F. Montgall, of Rockhill Manor, Kansas City, Mo., killed in action while fighting gallantly in France.



Captain Frank W. Hulett, Engineers, formerly of Lewiston, Augusta and Waterville Street Railway, Lewiston, Me., killed.



S. Rankin Drew, U. S. Aviation Corps, son of Sidney Drew, and nephew of John Drew, killed in France.



Captain Henry Ephraim Mosher, U. S. Infantry, of Falconer, N. Y., killed in action in France while leading his men.



Captain James A. Anderson of Summit, Ga., killed in action. Captain Anderson was an officer of the Regular Army.



P. H. Long of Locust Valley, L. I., killed in airplane accident at Gerstner Field, Texas, while in training school.



E. F. Chapman of Brookline, Mass., killed in airplane accident at San Diego Flying School while in training.



Thomas Windall Eaton, Naval Air Service, killed in a seaplane collision with the plane of a brother aviator.



P. G. Miehleder of Franklin, Pa., killed in an airplane collision at Talliaferro Field, Tex., while in training school.



H. W. Valentine of New Rochelle, N. Y., killed in an airplane accident at Carlstrom Field, Arcadia, Fla., while in training.



John Ralph Alexander, Jr., U. S. Naval Reserve, killed in performance of his duty while on coast submarine patrol.



Edgar Nathaniel Musick, U. S. Navy, lost overboard at sea from U. S. Ship *Kentucky* and body not recovered.



Lieutenant Edward Michael McKey, American Red Cross, killed on the Piave (Italy) battle front.



Joseph William Mohr, U. S. Naval Reserve, killed in performance of duty at sea on board U. S. Ship *Saranac*.



Ernest H. Gragg of Corpus Christi, Tex., U. S. Navy, died from exposure after the *Rochester* was sunk by a submarine.



Lieutenant Samuel Percival Wilson, U. S. Marine Corps, of Leavenworth, Kan., wounded in battle at Chateau-Thierry.



Lieutenant Livingston Baker, San Francisco, killed while flying in the American Aviation unit of the Italian Army.



Colonel Albertus Wright Catlin, U. S. Marine Corps, of Rome, N. Y., seriously wounded near Chateau-Thierry.




Lieutenant William Campbell Johnson of Eau Claire, Wis., of the 23rd Regular Infantry, killed in action at the front.



Roger Conant Perkins, Naval Air Service, killed in a seaplane accident while on coast duty by collision with seaplane.

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Watching the Nation's Business

By THOMAS F. LOGAN, LESLIE'S WEEKLY Bureau, Washington, D. C.



German automobile drivers in the war zone lined up while an officer inspects their gas masks

The Third Phase of the War

THE pooling policy of the Allies has been thoroughly discussed since the question was first breached at inter-allied conferences last winter. There is one feature of the intelligent scheme that has, however, escaped general attention. It is the decision reached by the American and British governments to combine their aeronautic resources for a tremendous aerial drive against Germany next summer. Major Gen. Brancken, British Comptroller of Airplane Equipment, has been sent to the United States to place English knowledge of aerial warfare and British facilities for airplane manufacture at the disposal of the United States government. The two countries will work in closest agreement on an aircraft program that, with French and Italian assistance, should produce within a year an air navy against which effective opposition would be impossible. When that achievement is accomplished, the war with Germany will enter upon a third phase. During the period from the fall of 1914 to the spring of 1918, trench warfare was the rule. Since Germany launched her offensive three and a half months ago, open fighting has succeeded battles begun in the dug-outs. The armies will return to the trenches when the German assaults are exhausted. The next development, in the belief of Allied military experts, will be a gigantic war in the air. The American and British governments will strain every energy to meet that development.

America's Loss in Man-Power

Provost Marshal General Crowder's request for an extension of the draft law to include all men between the ages of 18 and 45 years is primarily a step towards conservation of labor. The War Department realizes thoroughly the effect of army conscription on the business of the country. It has been estimated that almost a seventh of America's available man-power is now in the army and navy, or in industries devoted entirely to the war. Before the present conflict reaches the last stages it is probable that the loss of man-power will be at least one third. Because of this fact, the Government favors the 18 to 45 proposal. It will enable the War Department to eliminate every industry that is not absolutely essential to the winning of the war or the actual welfare of the nation's civilian population. And, through careful study of the Provost Marshal General's mammoth card index

system, the Government can force every able-bodied American to contribute his services to the best advantage for the common cause. The tightening of the net means, too, that luxuries will be driven from the United States until Germany is defeated.

A Blow to Paternalism

The Supreme Court of the United States has gone on record against the growing tendency in the United States to substitute autocracy for democracy. Chief Justice White and Justices Day, Van Devanter, Pitney and McReynolds formed the majority that wisely and courageously decided against a Child Labor Law, which would have forbidden the transportation from one State to another of any goods produced in a factory where children under fourteen years of age were employed, or children between 14 and 16 more than 8 hours a day or six days in a week, or after 7 o'clock at night or before 6 o'clock in the morning. This decision does not mean that the Supreme Court is hostile to legislation for the protection of children. It does mean that five able, far-seeing jurists are opposed to the fostering of Congressional power to trample upon the rights of the States. "To sustain this statute," says the majority opinion, "would not in our judgment be a recognition of the lawful exertion of Congressional authority over interstate commerce, but would sanction an invasion by the Federal power for the control of a matter purely local in its character and over which no authority has been delegated to Congress in conferring the power to regulate commerce among the States." It is apparent that the greatest court in the land realizes the menace of paternalism that has come into existence in the United States and is determined to sustain the American Constitution as the supreme law of the nation.

Filling the Labor Gaps

The Committee on Public Information is conducting a particularly vigorous campaign in Mexico. The tour of the United States made by Mexican newspaper editors a few weeks ago was part of a comprehensive plan to correct mistaken impressions that exist south of the Rio Grande on the question of this country's attitude toward her southern neighbor. The Committee's campaign has in view America's need for unskilled labor to replace the men in the United States who are being drafted for war and for war industries. American farms, mines and railroads require vast

numbers of unskilled workmen. There are two possible sources of supply; one is China and the other Mexico. The latter country can afford immediate relief. Unfortunately, there is a deep-rooted prejudice in Mexico against the people of this country, which must be overcome before it will be possible to persuade Mexican labor to cross the line. This prejudice is partly attributable to the American government's uncertain policy toward the governments that have followed the Diaz régime. The United States has wavered between an attitude of harshness, which has aroused Mexican hatred, and mistaken indulgence, which, interpreted as fear, has inspired contempt. Consequently intelligent propaganda work must be carried on in Mexico if this country is to reap advantages in that direction from President Wilson's recent significant modifications of the Immigration Law. If the Committee on Public Information is successful, however, the United States will win the friendship of a suspicious neighbor and a supply of labor that will plug the gaps in America's army of unskilled workmen.

No Bolshevism in America

Conservative members of the two great political parties in the United States are seriously concerned over the progress of extreme socialism in America. An exact census of the I. W. W. organization in Western States would, of course, increase this uneasiness. It is pretty generally known, too, that socialism flourishes in more than one important department of the Washington government. Moreover, Congress has repeatedly lowered its dignity in recent months by yielding to insolent demands from the most radical elements. Nevertheless, there is no reason to believe that Bolshevism is likely to obtain a strong foothold in the United States. A profitable field for that sinister movement must be found in countries that have developed great classes of irresponsible citizens. More than fifteen million Americans are owners of Liberty Bonds. The savings banks in the United States show deposits that total more than four and a half billion dollars. Owners of farms and city homes run high in the millions. The American farmers have prospered tremendously in recent years and the wages of American labor have reached a figure without precedent in the history of the world. The man who owns property and, as a result, appreciates the benefits of responsible government, is not easily converted to the tenets of Bolshevism.

"Trying to Call 'Em Right"

Continued from page 49

trunk," and strive to be deaf and blind to the howls of protest and the threatening gestures. He must do this no matter how great the strain under which he labors.

And what happens when an umpire is hit by a ball? If he wants sympathy then he'll find it—in the dictionary. A laugh usually greets such a circumstance, but the arbiter must be game and take his punishment without a murmur, though he bites his lips with pain and the tears run from his eyes. I have known many instances where umpires were struck with a ball and suffered enough pain to make most players quit, but they stood up straight, without even rubbing the injured parts, and finished the games.

Possibly, after reading the foregoing, the reader is in a mood to pass sympathetic judgment upon the umpire, and will appreciate the fact that from the instant "play ball" is announced, the man in blue is thinking of one thing above all others—that he must be sufficiently close to every play to see it clearly that he may render accurate judgment. The onlookers, undoubtedly, also would like to be able to do this, but it is impossible, and the fans who, from every angle of the stands and bleachers, pass snap judgment upon everything, from calling balls and strikes, to determining the closest plays on the bases, are ridiculous to the superlative degree, whether they appreciate it or not.

But, though the umpire always strives to be in the closest proximity to the plays and in such a position that he can command an unobstructed view, this is not always possible, and seldom is easy. However, the arbiter of experience learns to anticipate and usually is able to station himself so as to observe a play accurately, where a novice would blunder. The umpire does more running about the field than most of the players, and the ground he covers in two hours of play would make the average spectator have a hurry call sent for an ambulance.

It is a fact that at all times the umpire does not see the play clearly, and is compelled to resort to guesswork, but these instances are comparatively few. It also is true that when he does guess, the arbiter more often guesses correctly than incorrectly, for experience has sharpened his judgment.

But occasionally the umpire does err, and the camera has detected some of these mistakes. However, the evidence offered by the photographer in a vast majority of cases supports the arbiter's judgment to the limit.

In picture No. 1, Peckinpaugh, of the Vankees, is safe at the home plate, after a head-first slide, which is dangerous but usually effective. Looking at the photograph one cannot see the plate and cannot possibly give a fair decision; but the umpire is standing at such an angle that he can observe the climax of the play perfectly, though he has to stoop to do so.

Photograph No. 2 is one of those rare ones in which the umpire is shown to be absolutely wrong. His pose shows that he is declaring the runner safe, and unquestionably it so appeared to him. But his position is bad, and, looking over the heads of the two players, he does not get a clear view of the cushion. The cameraman, working from the side, had the better place, and his picture shows distinctly that the runner's foot was not in contact with the bag when the decision was made. Picture No. 3 is another instance in which the photographer and a large part of the spectators cannot see the play clearly, but the umpire, facing the bag, has a perfect view of every move and is declaring the runner out.

No. 4 shows the man in blue quite close to the play, but in a decidedly unfavorable position. The runner is sliding into the plate and the umpire, having no time to leap to one side, leans over and catches the climax of the play by peering through the backstop's outstretched legs. This maneuver gives the judge of play a clear view, but cuts off that of most of the fans. In No. 5 the camera proves that the umpire is in a most unfavorable position and, were he just a little further back from the plate, he could not possibly see what is happening. In this case, however, he is so nearly on top of the men that he notes the catcher block the runner with his "armored" knee, and shouts, "You're out!"

In picture No. 6 the umpire is right over the play and watching so intently that he cannot miss one jot of it. The catcher, in a desperate attempt to make a putout, has thrown himself at the sliding runner—and just missed him. No. 7 shows the finish of a lightning play at the home plate, with the runner sliding under the ball in the infielder's outstretched hand. The arbiter from the angle of the position he has chosen sees the play perfectly.

So think twice hereafter before you lose your temper and "bawl out" the umpire. Give him credit for knowing his business as well as you know yours, and remember—occasionally even you make mistakes.

Indians Run the American Bank

Continued from page 51

along modern lines and bringing about a better understanding and greater confidence in business dealings with other communities."

When Columbus and old Amerigo made their voyages to this continent, there were about a million Indians, perhaps, in the whole region. Through war and other causes the race declined in numbers, but enough were left during this period for them to send 6,000 warriors into the National army and to subscribe \$10,500,000 in the aggregate to the first three Liberty Loans. They have also contributed heavily to the Red Cross and all other patriotic funds. The little group of Yakima Indians engaged in this banking enterprise took a total of \$5,000 of the third Liberty Loan.

"Lo, the poor Indian!" doesn't apply to the leading families of the Yakima reservation. The substantial men who own the stock of the American Commercial Bank of Wapato have fortunes ranging from \$50,000 to \$150,000 and all of the landholders, representing a majority, rapidly are growing independent.

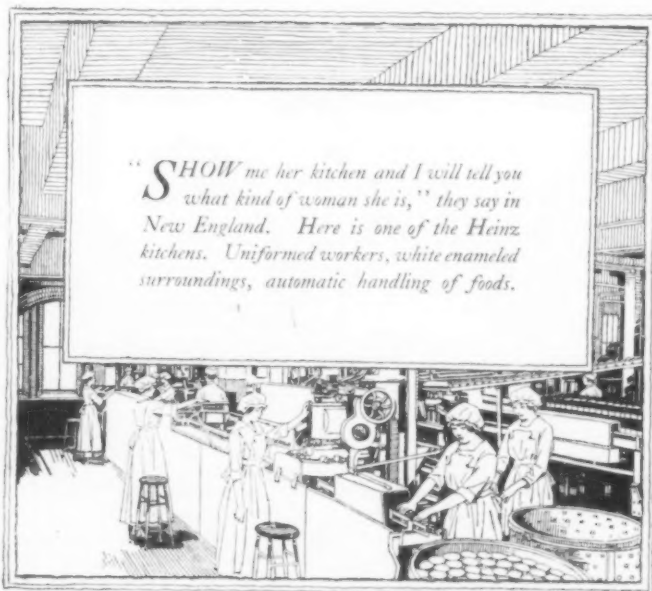
Danny

Yes, ye may go to war, Danny,
I canna say ye nay,
Although it seem but yestere'en
That in my arms ye lay.
Ye were sae bonnie then, Danny,
A goodly lad ye've been,
But 'tis the goodly lads they need
This wicked war to win.

It seems a strong man's part, Danny,
Ye're chosen now to do,
Ye've put your hand unto it
And I know ye'll see it through.
For lads like ye, since war began,
Have fought 'gainst tyranny,
Their brave young hearts have paid the price
That purchased Liberty.

Aye, ye may go to war, Danny,
I canna bid ye stay,
When Freedom is in peril and
Our soldiers haste away,
The starry flag we love, laddie,
Floats ever o'er the free,
And it will ease my sair heartache
To know it floats o'er ye.

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Heinz Baked Beans with Pork and Tomato Sauce

Heinz Baked Pork and Beans (without Tomato Sauce) Boston style

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Nothing New Under the Sun

Continued from page 46



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the ruins, ammunition trucks, the Australian railway artillery, recognizing the Marshal's flag, directed its attack on the balloon.

The Mozambican perforator squad reached the Australians very quickly and blew several tanks to pieces, but they were soon scattered and overcome by the leaden shells. At this moment, while continuing their movement, the Australians succeeded in sending a column of their road tanks, over roads which were supposed to be impracticable and unguarded, to the summit of the hills which dominate the tunnels as well as the course of the Zambezi River.

May 1st.—The entire army was forced to put on its gas-masks with straps across the mouth and soaked with a chemical solution, in order not to be affected by the asphyxiating gas which the Governor and his staff of chemists have succeeded in producing. The Australian bombardment had weakened considerably, our gas bombs had penetrated the enemy's position.

May 2nd.—Thirty-five thousand inhabitants who had not strictly followed the instructions from the Governor regarding the protection against the gases, fell sick and almost died. The Australians suffered very much; their losses by poisonous gas were estimated at 40,000 men. Unfortunately, the re-inforcements had landed and the commanding General had provided them all with anti-gas masks.

May 5th.—Destruction by the Australians of all factories in the great manufacturing districts of Nyandza. The great manufacturing cities have been ruined.

May 6th.—In modern warfare, neutral nations have often a chance to assist at an aerial combat when they least expect it. Six Mozambican balloons chasing a squadron of Australian battle-cruising balloons, caught up with them during the night over Seville, Spain. The fight was severe. Thanks to the terrible gas-torpedoes of the Mozambicans, the enemy's

cruising balloons were completely lost. Two churches, twenty-five houses and about three hundred inhabitants of Seville injured seriously in the bombardment; naturally damages will be settled at the end of the war.

May 7th.—The seizure of Mozambique by the Australians. The Mozambican General Staff has been blown up with a part of the fortifications, two hundred tanks and thirty thousand men, through the carelessness of one of the officers of the chemical squad, at the moment of casing into cylinders the fiery gas, upon which the Governor counted so much.

The Battle of Mazayamba

The greatest battle of the war: 800,000 Australians against 625,000 Mozambicans. The infantry and the railway troops moved in great rapidity against the Mozambican troops, who however had entrenched themselves very solidly, leaving, from time to time, space between the trench-lines, so as to give passage to the railroad. The repeating guns of the Mozambican infantry covered the whole territory with a shower of lead and iron. The Australians attacked by this murderous machine-gun-fire fell by the thousands. Their masses, unfortunately, however, seemed to be less inexhaustible than the machine-guns of the brave African soldiers. The Australian engineers were marvelous. They succeeded in bringing up, through the hail of fire and a thousand obstacles, their road locomotives and their rolling blockhouses, on which were mounted enormous cannons, charged with super-dynamite, and behind these, the infantry followed close to the Mozambican lines. The compressed air-rifles for bullets and grape-shot of the Australian railway infantry showed their superiority, especially at short range.

At two o'clock in the afternoon, the Mozambican army was reduced to 180,000 men and retreated to the fortified positions on the Lake Tanganyika.

Sea Scouting for Our Boys

Continued from page 54

Headquarters as a member of the Boy Scouts of America.

Under a capable man, preferably one who has sailed boats and is a good swimmer, who takes an examination in plain seamanship of the most elementary sort, the crew of a "ship" is mustered, from these new, or old, members of the Boy Scouts.

All are given a station number, one to nine, and assigned to a boat. Four boats make a full ship's company, but the unit is a crew of nine boys; and like a baseball nine, each is given his particular job, to do it the best he knows how for the others, for his boat, for his ship.

Mind you, as yet there are no boats actually. The crew goes ahead to build one. While building this flotilla of boats, the room or meeting place of the crew is called a ship.

In "The Wrecker," by Robert Louis Stevenson, there was a man who bought a wreck and before she went to pieces he had made enough money out of her to build a house. "He named it for the ship." I ought to know; I lived in it all my boyhood—it was "Eskbank," my father's house in Honolulu.

Just as my old dad named his house for a ship, so will the Sea Scouts name their headquarters. The name of this ship follows the ship's company to sea, when they go on a cruise in their flatboats, for it is the guardship, or mothership, of the company. Thus "Eskbank No. 2" is the second boat or boat's crew in the "Eskbank's" flotilla, and may be thought of as a patrol of Boy Scouts belonging to the Eskbank Troop and the second patrol of a possible four.

Sea Scouts are at once set to work

to fulfill the requirements of the lowest class—or boat class—in order to win the right to call their guardship by a better, bigger ship's class. While the "Eskbank" has only landlubbers on board of her, meeting on her decks, looking out of her ports and skylights, swarming up her gangways—in other words, while the headquarters of this company is full of tender-foot scouts of the sea branch, meeting in the rooms, looking out of the windows, climbing up the stairs, this being the landsman's lingo—she is only a hull! To give her some class the crew must get through a lot of sea-stuff, some of it the hardest kind of work and the rest of it the bulliest kind of fun—sort of mixed work and play, like regular scouting!

Knots and splices, of course—and then a variety of sea work, such as foot drill, weather wisdom, lookout practice (naming classes of small craft at sight), signalling (mostly general service flag and blinker), and etiquette.

This last does not mean, "Don't speak with your mouth full," though included in the requirement. It has to do with the old seagoing ceremonies of saluting, visiting, reporting, and is all about flags and duties. The crew must build some kind of a boat and trim down a pole for the mast—a drill-mast to be used later as instruction in the handling of heavy rope and sails. When this is complete, and the officer, by keeping the midnight oil burning, has qualified for his next higher grade, schooner master, the "Eskbank" is ready for her next higher class too.

She is hereafter called a "schooner" in the ship's papers and is a notch higher in

May 8th.—The foreign powers offered their mediation. The ambassador of the Congo, the Duke of Brazza, carried the Australian reply to Livingstonia. Australia made most exorbitant propositions: an indemnity of 25 milliards and the strict obligation to import all raw materials necessary in Mozambique from Australia as well as all the productions necessary for consumption and not manufactured in Mozambique.

May 9th.—The Mozambican Parliament refused to consider the enemy's terms.

May 10th.—Renewed Mozambican offensive. The Australians, confident in their victory and not having remained in contact with the enemy, were surprised with an asphyxiating gas and driven back to the positions formerly held. Victory is often very changeable. The ex-victors lost 900 rolling fortresses and 200,000 men in four hours. The Blackrifles, the negro troops of Mozambique, fought heroically with mulatto and white regiments.

May 11th.—The Australians retreat. The submarine fleet, which went up the Zambezi, was bottled up in one of the reservoirs of the stream which has been made dry through the opening of the sluices and was forced to surrender after a heavy resistance.

May 12th.—The aerial torpedo squad of the Mozambicans succeeded in cutting off several columns of the Australians. More than 300 war locomotives were destroyed at Topambas, through the aerial torpedoes.

May 19th.—The Australians hope to entrench themselves at Mozambique City and to hold out there until peace is declared or reinforcements brought up. A corps of 200,000 Mozambicans are on maritime and aerial transports.

May 30th.—Bombardment and asphyxiation of Melbourne. The Australians ask for terms. An armistice is signed.

June 2nd.—A Congress will meet to discuss the terms of peace.

the scale. It is as if the crew had rigged masts on her, thus changing her very appearance. In a room this is done by hoisting a schooner flag of the Sea Scouts of America, the hands changing caps from plain khaki to khaki and white. The crew also sew two stripes on cuffs and collar, and the first boat adds a new scarlet chevron to both arms.

In this manner the "B. S. A. Eskbank" goes on through three more classes: Barkentine (boats under sail and actual pilotage, watermanship and rules of the road), bark (heavy work with anchors, spars, hoists, etc.), and ship. Ship is the end of the voyage as a Sea Scout!

How many can go this far (for real ships are not now very plentiful, more's the pity!) remains to be seen. Let us hope that we can read the future by the past. Hundreds of Sea Scouts have taken a cruise as crew of a seagoing schooner and hundreds may yet get the ship requirement.

The only difference between the bark and the ship uniform is that the former has a blue cap while the latter is all white.

All white caps, when honestly given, will mean that the Sea Scout wearing it is an all-around sailorman—able seaman—and ready to step into a coxswain's seat in the smartest gig afloat.

As complicated as baseball? Sure it is! Who wants to play "Button, button, who's got the button" or "Puss, puss in the corner"?

As a complicated and interlocking game it will have fine points. We want a major game, not a minor one. Walk away with it and shake her up!

Readers' Guide and Study Outline

Edited by DANIEL C. KNOWLTON, Ph.D.

NOTE: Recent interest has centered largely in the operations on the Italian front. This issue with that of last week furnishes a series of pictures of the desperate struggle there, covering its various phases. This issue also directs attention to the cooperation of the Boy Scout organization in meeting one of the problems raised by the war. Intimate pictures of our boys at the front are at hand in the drawings of Mr. Baldrige. Their physical preparation for service on the other side is brought out in the pictures by Mr. Estep. The pictures on p. 46 have a peculiar significance as we compare these drawings with some of the pictures of modern war machines which have appeared in LESLIE'S from time to time.

Italy Strikes the Hun in Battle, pp. 52-53. With Italy's Fighting Heroes, and, **Heavy Cannon Too Much For Austrians on Pieve,** pp. 42-44. Is the problem of holding the line the same throughout its entire length? Look up carefully the places mentioned in connection with these pictures in answering this question. Note the construction of these front-line trenches. Does holding a front-line trench on the Italian front mean the same thing as holding such a trench in Flanders or in France? What difficulties do these trenches present to an attacking force? How well prepared are the Italians as shown by these pictures to meet the Austrian attacks? Describe a battle such as is pictured on pp. 52-53. Select from the picture the features which would be likely to contribute to its success; those which might make it a failure. Compare the description of the battle of Lookout Mountain in the Civil War with this scene. What are the main points of difference, if any?

Nothing New Under the Sun, p. 46. Enumerate all the present-day devices which this artist has suggested in his drawings? How long has each of these been actually in use? Why were they not perfected earlier? Why were these suggestions not taken more seriously? What was the last great war before 1883? What were the most effective war machines or devices used then? What was the first great war after 1883? Had any changes of this sort developed by this time? Look up the wars of this period and note how important they were and how much time and attention were given to perfecting instruments of war. What was being done in the interval to discourage war, and with what success? Mention some of the great peace triumphs of the period. Read the article carefully and note upon what the writer makes victory depend? Has he forecast at all the things which make for a final decision in modern warfare?

The Husky Yankee at the Front, p. 30. What particular national characteristics has Mr. Baldrige emphasized in these pictures? Compare these pictures with some of the French types sketched by Mr. Baldrige in earlier issues, e. g. the covers of Feb. 16 and Feb. 23. What particular incidents in the life of the American soldier has he brought out? How large a part do they play in his experiences?

Making the Best Men Physically, p. 47. Compare the training shown here with the training needed to develop a successful hurdler. How does this training compare with that given the Boy Scouts? Of what special advantage is such training to the Boy Scout? How far is this sort of training actually useful in battle? Could not our boys be trained to go over the top successfully without insisting upon some of the exercises shown here? Explain. How do these exercises compare with ordinary "gym" training? What do you consider the main objects to be realized in a physical training course? Argue that the state should or should not prescribe a

course in physical training in all the public schools as a part of their preparation for citizenship. It would be interesting in this connection to look up the new laws in New York and New Jersey.

Sea Scouting for Our Boys, p. 54. What is meant by "sea scouting"? Can a Boy Scout be a Sea Scout? Show how the motto of the Boy Scouts makes them particularly useful at a time like this. How far can they be considered a military organization? Could the Sea Scouts be considered a part of our naval force? What are these naval scouts taught to do? Would it be practical to organize a group in your town? How could they be of real service there if you happened to live far from the water? Are the Sea Scouts likely to prove as useful as the Boy Scouts? Why?

Where the War Fire Smoulders, p. 50. How large a force of men are engaged in military operations in and about the eastern Mediterranean? What are the routes which are being kept open? Trace them on the map. How important is it that they be kept open? Take a map of the Mediterranean and on it locate all the points where troops are stationed and then point out how important the Mediterranean basin really is in this war. Why should the war fire "smoulder" here? What are the prospects of its bursting out into flame? What are some of the difficulties in standing guard "at the Macedonian gate" under such circumstances? What would be your problems if you had these men in charge?

Life Within the War Zone, p. 48. Locate the Oise and Verdun. Did our marines have any part in the operations there? Where were they most prominent? Have motor buses figured recently in the operations on the west front? How near is the present line to Paris? to Verdun? What would be included in the "war zone" at the present time?

This Intolerable Thing. Cover. Read the speech of President Wilson in which he uses the phrase. What occasioned it? Compare his description with the artist's idea. Wherein do they seem to differ, if at all? What acts of Germany justify the details of the picture? What part have the German people in the creation of the "thing"? President Wilson's addresses have appeared in handy inexpensive volumes, one put out by Ginn & Co., and another by Holt & Co. They are edited in both cases especially for school use, but at the same time are attractive volumes for the general reader.

The Chaplain as a Rookie, p. 55. How does the training of the chaplain compare with that of the soldier? How necessary is it? How does his work compare with that done by the Y. M. C. A.? Why should the Government make itself responsible for supplying these men and training them? (Interesting stories are told of their work in the front-line trenches and at sea. Many a deed of heroism has been performed by them.)



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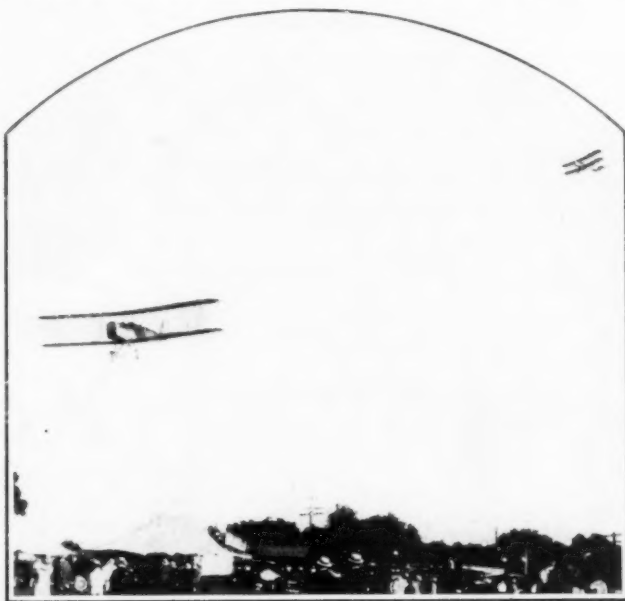
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High Lights on the Liberty Motor

By H. W. SLAUSON, M. E.

Readers desiring information about motor cars, trucks, delivery wagons, motorcycles, motor boats, accessories or State laws, can obtain it by writing to the Motor Department, LESLIE'S WEEKLY, 225 Fifth Avenue, New York City. We answer inquiries free of charge.



At the convention of the Society of Automotive Engineers, held in Dayton, Ohio, June 17th and 18th, the members were privileged to witness exhibition flights of six of our standardized types of airplane using the perfected Liberty Motor. The complete success of the latter was demonstrated, and these machines, carrying two men and four machine-guns and reaching speeds of one hundred and thirty-five miles an hour, performed "stunts" of which the light single-seaters might well be proud. Planes equipped with Liberty Motors are the fastest climbers in the world with no ceiling limit found.

AN engine that develops four hundred and fifty-five horse-power with a weight of eight hundred and thirty pounds—considerably less than two pounds per horse-power!

One hundred and thirty-four miles per hour carrying two men, four machine-guns and ten bombs!

Faster climbing by fifty per cent. than any other airplane yet built!

An altitude ability, or "ceiling," so high that its limit has not as yet been discovered!

This is the Liberty Motor, not as it "will be," but AS IT IS ACTUALLY PRODUCED AND IN USE TODAY.

Critics and lobbyists interested in the adoption of foreign types of machines may still maintain otherwise. There may still be so-called patriotic Americans who believe the absurd and far-from-disinterested charges made by sculptors with a personal animus to satisfy, and by certain aircraft societies and "flying experts" more interested in securing orders for the construction of foreign types of machines unsuited to methods of quantity production than in the completion of a standardized type of airplane upon which we are depending to win the war.

These statements concerning the Liberty Motor are facts, not theory, and the information is open to anyone with the will to search for it. Dayton, Ohio, the home of several airplane factories and the Government's aviation fields, gave visible evidence daily to her citizens and to some twelve hundred members of the Society of Automotive Engineers at their mid-summer convention that such proof is easily obtainable. If the editor of the so-called cartoon depicting the six hundred and forty-six million dollar airplane appropriation balancing one lonely Liberty Motor could be forced to walk through the vast training fields and barracks housing our one hundred and twenty-five thousand airmen, the immense factories turning out parts for this wonderful mechanism, the tremendous storehouses filled with materials purchased under the most favorable conditions, and the laboratories and experimental stations in which research work has proved that our own Sea Island cotton is superior to the best Irish linen for the

planes, and that the unlimited quantities of Douglas fir are the equal of the scarce and more costly spruce for frame purposes, he would have but little energy remaining for the promulgation of false propaganda, and would hereafter place less credence in unauthenticated newspaper reports.

And yet, just as production of the Liberty Motor is nicely under way; just as we find out that before the summer is over half a dozen plants will each be producing one hundred completed motors per day; just as we hear of the complete assembly, test, and operation of an overseas shipment of Liberty Motors and planes

produced under European manufacturing conditions and successfully used in France should be manufactured in this country, the while we awaited the development of the Liberty Motor. Others fought for the adoption of the several types produced in this country on a small scale, claiming that a standardized motor would throttle initiative and would delay the ultimate time by which our supremacy in the air could be obtained.

Such claims did not take into consideration the difference existing between foreign "hand-made" methods of production and the American system of quantity and standardized production. Furthermore, some of the foreign manufacturers, most insistent upon the adoption of their engines in this country, required in their contract a year for the completion of the first thousand machines—for the type already perfected abroad, remember—and in addition demanded a net profit of fifteen per cent. An American manufacturer, probably better equipped than almost any other concern in the world to produce in quantity any kind of a gasoline engine, has already found



Howard E. Coffin, formerly Chairman of the Aircraft Production Board, whose vigilance and efficiency have been vindicated by an output of Liberty Motors in excess of our ocean shipping facilities.



The artillery tractor is used, not only to haul heavy guns into position, but also to break its way through forests and dense undergrowth. Trees of four and five inches in diameter offer scarcely more resistance to this tractor than does a field of wheat to a man. A good example of camouflage, using colors of yellow and green to blend with the foliage, will be noted on the front of the tractor. This was a demonstration arranged by the Artillery Corps for the members of the Society of Automotive Engineers on their visit to Dayton.



Colonel E. A. Deeds of the Signal Corps, a prominent engineer and manufacturer who, although slandered by certain interested "investigators," has been exonerated, and his work praised.

it necessary to make seven hundred and fifty changes in the design of the foreign airplane motor in order to make it suitable to quantity production methods. The most successful manufacturer in this country of one of the best-known foreign engines, although now producing satisfactorily, was, nevertheless, delayed for practically a year in the completion of the initial order while he learned the lesson of the difficulty attendant upon applying machine methods to hand-made design. The leading automobile manufacturers in the country are now devoting a large part of their time to the production of parts for the Liberty Motor. Had the suggestion of a certain magazine writer been followed and the plants turned over to the production of any kind of an airplane engine that suited the whim of the individual designer, their machines and their producing equipment would have been choked up with useless and non-standardized parts which would have so far retarded the production of the Liberty Motor as to make the criticisms of two months ago more than justified.

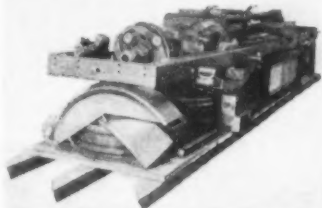
results as to speed obtained and so forth. B is slightly less extreme in design, but this, too, I am sending in order to obtain proper data. C may prove satisfactory, but I feel certain that D is the one which will do the work, and do it well. Please send me data on these experiments as soon as possible."

This letter was not sent to the experimental field with the box of propellers, and, consequently, when the latter was opened the first propeller uncrated was applied to the plane. This happened to be the A propeller, which, as the manufacturer predicted, was an extreme design and not intended to be able to lift the plane from the ground. While the reporter was sending out his "beat" of the failure of the Liberty engine, the explanatory letter from the propeller manufacturer was found, propeller D was attached, and the Liberty Motor was making well over a hundred miles an hour, ten thousand feet up in the clouds.

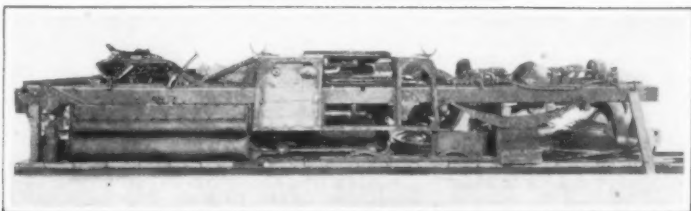
Strange as it may seem—to two or three of the voters in this country—even Congress has not been without this lack of



Cargo-carrying space is at a premium, and yet massive motor trucks are needed at the front. This three-ton truck is "knocked down" and packed complete in a crate so small that six can be carried on an ordinary flat car. The total space occupied by each



truck packed in this manner is four hundred and fifty cubic feet. Accuracy of workmanship assures the complete reassembly of such a truck at the front in a space of but a few hours. Note how the rear axle, wheels, fenders and other parts are packed and held.



Newspapers and certain supposedly technical societies gave credence to the report that the Liberty Motor was so crass a failure as to be unable to lift a plane of moderate weight from the ground.

That was true! The Liberty Motor when first tried in the plane could not drive it at a third of the speed necessary to lift the wings into the air. A newspaper reporter happened to be present at this trial and, jumping to the conclusion that the Liberty Motor was a failure, gave publicity to the absurd statement without endeavoring to determine the facts. The facts, however, were simple. The Liberty Motor and plane in question were sent to the field for a test of propellers made in the interest of a manufacturer who was designing the exact number of blades, pitch and length of propeller best suited to the Liberty Motor. He sent four propellers to the field, accompanied by a letter written as follows: "Here are four propellers of different types to be used for experimental purposes on the Liberty Motor. The first one, A, is an extreme design and I predict it will be unable to lift the plane from the ground. However, please try it and note

facts regarding the Liberty Motor. A committee was sent down from Washington to investigate certain disquieting rumors regarding the defects found in the design of the engine. "It got pretty hot during that fifty-hour test, didn't it," said one of them. "That will make it kind of bad for the fellow who has got to fly it up in the air for a few hours." "Yes," said one of the designers, "it did get a little warm during that test on the ground, but you know an airplane does not run more than one per cent. of the time nearer than a thousand feet or so to old Mother Earth." "That is what I say," replied the Congressman, "up there where the air is thinner the engine will run a lot hotter, won't it?"

Of course the freezing and zero temperatures encountered under normal flying conditions would make it the height of folly to provide an airplane engine with a water capacity and radiator weight and surface sufficient to keep it properly cooled at the end of fifty hours in a temperature some hundred degrees higher than that encountered during ninety-nine per cent. of the time when it actually works.



More Motorists Use Goodyear Tubes Than Use Any Other Kind

GOODYEAR Tubes are of laminated construction, built with the valve-patch vulcanized in, not merely stuck on. They are made in two weights—Heavy Tourist and regular. The extra cost of the Heavy Tourist type is exactly the cost of the extra rubber used in its construction.

GOODYEAR
AKRON
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The Acme of Camping Comfort

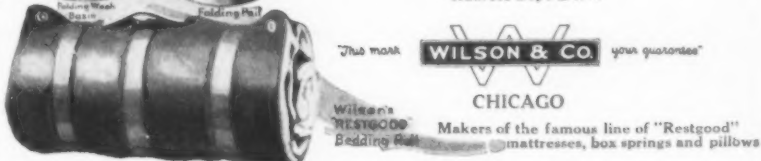
SINCE we introduced the Wilson Roll-A-Bed Tent, about a month ago, it has met with instantaneous approval by campers and motorists everywhere.

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Write us for illustrated literature and full particulars about the "RESTGOOD" line and the Wilson Roll-A-Bed Tent. Address Dept. LW-2



Write for This Guide to July Investments

IF you have money to invest in July, write for our new booklet, "Safety and 6%," which will be sent to every investor free of charge. It gives information invaluable to everyone with \$100 or more to invest.

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Booklet No. F-803

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For July Investment

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Add a Baby Bond of some sound corporation to your Liberty Loan investment.

Be careful in your choice. Your Liberty Bond deserves good company.

Send for the list of suggestions given in Circular L-4
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8 1017 Hart Bldg., Atlanta, Ga.

"ARE you a dupe?"

We are a nation of money-makers. That is, we think we are. In fact, we are a nation of "money-spenders, of speculators, and dupes. In the trial of the Emerson Motor promoters an expert testified that the stock for which the dear public paid from \$2 to \$10 a share was worth three cents! The poor dupes did not have the privilege even of "feeling like thirty cents."

Don't let my readers imagine that because they have not been stung by the gold brick schemers, they are not among the dupes of wily fakers everlastingly on the job. For instance, Mr. Edward Flanders Ackley, in an interesting article, tells how the farmers in the Far West have been made to believe in the so-called National Non-partisan League, promoted by Arthur C. Townley. The latter charges the farmer \$16 admission fee to his league, and then their votes and their money are utilized to promote a political propaganda about as socialistic as anything could be. Townley's special aversion is Big Business, or "Big Biz" as he calls it, and his platform is about as narrow-minded as that of the Know-nothing Party in years gone by. It is said that he has collected \$2,000,000 from the farmers and now, in some sections, the people are rising in their wrath and driving his leaguers out of town.

The dupes of the newspapers and the sensational headlines and the yellow magazine writers are not as numerous as they were, but some of them still survive. I read in a New York paper a vigorous editorial denouncing the New Haven Railroad for things it was alleged to have done years ago. In the same paper, with a vitriolic pen, were denounced those who criticized the Administration for the mistakes of the early days of our war on the ground that this was no time to deal with the past, but only with the problems of the present. The political newspaper flies only one flag and it is black or red as the occasion may require.

How many are dupes of the demagogue? How many sincerely believe that the high cost of living was due to the big corporations, the trusts, the railroads and express companies. Yet, the Sherman law is now in the discard. The moment the Government takes over the railroads, it defies the Sherman law and pools their earnings and puts up their rates to unprecedented figures. It does this because it puts up wages on an equally unprecedented scale. The moment it took over the express companies it also increased their rates to per cent. It puts up the price of wheat, which means the price of flour and the price of bread. It regulates the prices of steel, copper and coal—everything but cotton, yet cotton is one of the greatest of all the everyday necessities of life and is selling at three times its normal price. I have no objection to this. I am opposed to the fixing of prices for cotton, and equally opposed to the fixing of prices for all other commodities.

And the poor politicians! How they are duped by the so-called labor leaders who pretend to control the vote of millions of

Jasper's Hints to Money-Makers



MARVIN HUGHITT

The Grand Old Man of the railroad world. Although he is past 80 years of age, he is in active service and was lately re-elected chairman of the board of directors of the Chicago & Northwestern Railroad.



FRED W. ELLSWORTH

A banker who has won promotion. Formerly secretary of the Guaranty Trust Company of New York, he is now vice-president and director of the Hibernia Bank & Trust Company, of New Orleans.



W. D. LONGYEAR

One of the leading financiers of the Pacific Coast. He is vice-president of the Los Angeles Security Trust and Savings Bank, and has been chosen president of the California State Bankers' Association.

NOTICE.—Subscribers to LESLIE'S WEEKLY at the home office, 225 Fifth Avenue, New York, are placed on what is known as "Jasper's Preferred List," entitling them to the early delivery of their weekly and to answers to inquiries on financial questions and, in emergencies, to answer by telegraph. Preferred subscribers must remit \$5 directly to the office of LESLIE'S in New York, and not through any subscription agency. No charge is made for answering questions, and all communications are treated confidentially. A three-cent postage stamp should always be inclosed. All inquiries should be addressed to "Jasper," Financial Editor, LESLIE'S WEEKLY, 225 Fifth Avenue, New York. Anonymous communications will not be answered.

workingmen, in spite of the fact that the workers on farm, in factory, store, shop and counting-room are the most independent of all voters.

And how many are still duped by the outcry against the rich, though nearly all the rich men of today were the poor boys of years ago? It makes one sick to read such clap-trap as that in which Secretary of Labor Wilson recently indulged when, in addressing the American Federation of Labor, he said that "the stoker and coal passer are just as much entitled to the protection of this Government as any millionaire who ever took passage on a vessel." Of course they are. The Constitution guarantees to every man his rights. One man is as good as another, though occasionally we are led to the conclusion, for obvious reasons, that one may be better than another. What harm? Mr. Wilson was formerly President of the United Mine Workers' Union and he speaks in loose language when he says that "some may scab on the United States in this great struggle, but I am positive that the wage worker will not be among them." From a Cabinet officer this "scab" talk is little less than disgusting. The wage earners have as much right to resent it as I have. I am a wage earner myself.

And there are those who are duped by the cry of shallow-pated congressmen for the conscription of wealth so that the enormous war bill of today shall be paid by this generation and not by those that follow. In other words, we must not only fight the war, but pay for it now, a thing no other nation contemplates. These conscriptors of wealth would make business so unprofitable that there will be no wealth to conscript. I was profoundly impressed by the recent article by William B. Dickson, in the *Iron Age*, in which he said: "One of the most serious questions confronting the American people today is how to make a fair and at the same time a practical division of the burden of taxation between the present and future generations who

will certainly profit enormously by our sacrifices." Does any one doubt this conclusion?

And how many are duped by the cheap device of misrepresenting the character and quality of goods offered at so-called bargain sales? And also by what has been defined as the "patriotrick," a swindle by which your patriotism is twisted to serve the selfish interests of another. It is a reflection on our sense of fair play that the producers of a popular household necessity were compelled to give public notice in the advertising pages of leading publications that, despite the fact that this product was originated years ago in a Hamburg laboratory, it was an American product, made in New York, by American citizens and under license of the Federal Trade Commission.

The American people are volatile, easily impressed and easily misled. Hence the necessity of Blue Sky Laws, of postal regulations, and of the strict censorship over advertisements which all first-class publications now have. Hence the need of the

constant warnings against the stock-jobbers and gold brick peddlers who prey upon the public to the tune of many millions every year.

The moral of all this is that there are legitimate market places where securities can be bought and sold, exchanges whose membership indicates a large degree of responsibility, banks, bankers and brokers of established reputation whose word is as good as their bond. Why should anybody be duped by promoters without credentials and often without a habitation or a home.

The stock market is still in strong hands. The great investing public is not sacrificing its securities. Many who have never bought anything but Liberty Bonds are testing out their shrewdness as buyers or trying their luck as speculators in Wall Street. Under such conditions, the strength of the market is justified and will be until some serious and unexpected set-back is given it. This may come from the war, from the folly of our legislators or from abnormal weather conditions that may still jeopardize two of our greatest crops—corn and cotton.

F., WASHINGTON, D. C.: The stocks of the Certain-Teed Products Corporation are listed on the New York Stock Exchange. The corporation is flourishing and pays dividends of 7 per cent. on first and second preferred and \$4 per year on common (no par). Last year the company redeemed \$150,000 of its preferred stock.

L., MILWAUKEE, WIS.: If you will read the Mutual Oil & Gas Company letter carefully, you will see that it promises dividends, but does not say that these are being paid. In view of the company's small territory and the fact that it is new and untried, I do not advise purchase of its stock. It would be safer to put your \$500 into dividend-paying oil shares.

F., KANSAS CITY, MO.: N. Y., O. & W. at \$20 looks like the best of the cheap stocks on your list if the Government treats the roads fairly. The Wabash is not "a little bit of a road." The company operates 2500 miles. It has been reorganized and the earnings permit payment of dividends of 4 per cent. on preferred A. This stock is a fair speculation. American Smelting is one of the best of the industrials.

C., OSWEGO, N. Y.: Anglo-American's dividend is 30 per cent. on par (about \$5), or about \$1.50 per year. This is an excellent, but not in these days an extraordinary, yield on market price. The

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60 Wall Street

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recent increase in the amount of the stock and general market conditions may account for the modest price of this issue. The company is in the Standard Oil group and fundamentally sound. The stock is regarded as reasonably safe.

H. CHATTANOOGA, TENN.: After such a high-class railroad stock as St. Paul common has suffered a serious decline, it would not be regarded as the best policy to sacrifice it at a heavy loss, for chances favor ultimate recovery.

F. KELLOGG, IOWA: Chesapeake & Ohio common and Goodrich Rubber common are dividend payers and look safe to hold. So, Railway is a long-pull speculation. It ought to be profitable to exchange it for Anglo-American. While I do not foresee immediate marked advances in any of these stocks, they should all in time sell higher.

J. BALTIMORE, MD.: At \$12, Aetna Explosives would not seem too high. The company has prospered under the receivers, and there has been talk of a dividend. The stock is a fair speculation. I would not advise selling it short. Plans are being made to prepare the company for doing a peace business. Smith Motors is a long-pull speculation. Marconi Wireless's recent declaration of a dividend would seem to confirm the statement that the company's business is expanding. It looks better to hold Midwest Oil than to sell at a loss. I have no confidence in Emma Con. Copper.

B. BLUE CANON, CALIF.: Mr. Schwab's success in landing immense war orders from the Allied Governments gave the Bethlehem Steel Corporation an unprecedented rapid growth of business. The corporation has expanded and is now second only to the U. S. Steel Corporation. U. S. Steel's 5 per cent. regular dividends seem well assured for a few years at least, but whether it can continue the extra depends on the extent of taxation and trade conditions after the war. First-class railroad preferred stocks and bonds offer good speculative as well as investment opportunities to patient holders.

H. NEW YORK: One who is self-dependent and has no knowledge of Wall Street should not speculate, but should buy only investment securities of the highest order, such as gilt-edged bonds yielding between 5 and 6 per cent., or preferred stocks of unquestioned strength which will pay a little more. The bonds might include West Shore 4's, So. Pac. first ref. 4's, Penn. R. R. gen. 4 1/2's, C. B. & Q. joint 4's, Atlantic Coast Line first mtg. 4's, U. P. first and ref. 4's and U. S. Steel's 5's. U. S. Steel pfd. is better than Tobacco Products. Write to houses of standing for their circulars of information and to me for any special facts you require concerning securities that may seem attractive.

B. CLEVELAND, OHIO: American Tel. & Tel. is still an attractive business man's purchase. American Woolen pfd., a 7 per cent. stock, with a dividend paying record of over 18 years and selling at about \$94; U. S. Rubber first pfd., 8 per cent., quoted at \$103 1/2; American Locomotive pfd., 7 per cent., about \$97 1/2; Westinghouse, 7 per cent. (on par \$50); \$44; Rep. I. & S., 6 per cent., \$92 1/2; Corn Products pfd., 7 per cent., about \$101 1/2; U. S. Steel pfd., 7 per cent., about \$111; Bethlehem Steel, 8 per cent. pfd., about \$105; American Smelting pfd., 7 per cent., about \$105 are among the desirable industrials. Swift & Co. stock and Sears Roebuck are well regarded business men's purchases. I do not advise buying stocks on margin in this uncertain war time.

C. SAN FRANCISCO, CALIF.: At present, the stock of Ajax Rubber Company appears an excellent business man's purchase. As to what the Government will do regarding the business of rubber and tire companies cannot be foreseen. Whether it takes control of the manufacturing or not, higher taxation is inevitable if the war continues. You might diversify your investments and take on shares of other leading industrials or railroads, giving preference to preferred stocks. Ontario Mining is operating an old and formerly productive property. Recently the company declared a quarterly dividend of 50c. The stock seems to be high enough for this return. I would pay no heed to Tom Lawson's outgivings. He has been the means of making many credulous persons poorer.

C. BROOKLAND, D. C. TEXAS COMPANY, U. P. common, and American T. & T. are all well-regarded, but no one can foretell at what price they will sell in the next bull movement. Wilson & Co. common has merit as a long-pull speculation. Washington Oil is one of the S. O. group and seems prosperous. The better class of oil stocks are well-regarded. The established companies should do well after the war. Cotton Oil pfd. is more desirable than common. So, Pacific is among the best railroad stocks. B. & O. common is speculative and I would rather have the preferred, the dividend on which seems reasonably safe. Atchison common is also an excellent railroad stock and the preferred one of the safest.

L. BEAUMONT, TEXAS: In your list of stocks the most desirable are Anglo-American and Gaston Williams. Both companies are prosperous and pay dividends. The preferred stocks of leading railroads and industrial corporations are inviting at present prices. You might consider Atchison pfd., Corn Products pfd., American Smelting pfd., American Woolen pfd., and U. S. Rubber first pfd. Among reasonably safe common stocks are Atchison, N. Y. C., S. P., U. P., Penn., Colo. F. & I. French Government and French Cities bonds are undoubtedly safe. American Foreign Securities 5's, Anglo-French 5's, and United Kingdom of Great Britain 5's, are also attractive. Among short-term notes that may be confidently purchased are Gen. Elec. 6's, American T. & T. 6's, Del. & Hudson 5's, Procter & Gamble 7's, So. R'way 5's, and Beth. Steel 5's. You did well in buying City of Paris bonds, Atchison gen. mortg. and Beth. Steel 8 per cent. pfd.

New York, July 6, 1918.

JASPER.

Free Booklets for Investors

The Citizens Savings and Trust Company of Cleveland, Ohio, a strong conservative institution, accepts deposits by mail and pays 4 per cent. interest. The company's free booklet L tells all about it.

Employers to be successful should understand labor's attitude and needs. Babson Reports help one greatly in dealing with labor and are of much value to business men. For particulars write to Dept. K-26 of Babson's Statistical Organization, Wellesley Hills, Mass.

Aurelius-Swanson Company, Inc., 28 State National Bank Bldg., Oklahoma City, Oklahoma, offers first mortgage 7 per cent. bonds based on improved farms in Oklahoma. The bonds are in denominations of \$100 to \$1,000. Particulars furnished on application.

Quite a number of stocks earned in 1916-1917 more than their recent market prices. These attractive issues are specified in a new investment list of steel and other leading stocks prepared and mailed to any applicant by L. R. Latrobe & Co., 111 Broadway, New York.

"The Bache Review" interprets the significance of events which affect the commercial and financial situation, and gives valuable guidance to business men and investors. Copies free on application to J. S. Bache & Co., members New York Stock Exchange, 42 Broadway, New York.

"Safety and 6 Per Cent.," a new booklet issued by S. W. Straus & Co., 150 Broadway, New York, and Straus Bldg., Chicago, is a helpful guide to July investments. It is of value to all persons having \$100 and up to invest, and will be furnished to any investor who asks the company for booklet No. F-803.

Not a few financial men look forward to a movement in copper stocks. The investment position of one of the best of these securities, Inspiration Copper, is clearly disclosed in special analysis L. W. 31 which will be supplied to any applicant by E. W. Wagner & Co., members New York Stock Exchange, 33 New Street, New York.

Ownership of income-producing securities within two years may be acquired by simply investing one's savings under the twenty payment plan. A booklet fully explaining this plan, with a copy of "Investment Opportunities," a useful fortnightly publication, will be sent on request for 60¢ by Slattery & Co., Inc., 40 Exchange Place, New York.

"The National Thrift Investment List," prepared by the Federal Bond and Mortgage Company, 90 E. Griswold St., Detroit, Mich., will be mailed to any address. It shows, and recommends as stable and safe, offerings of 6 per cent. first mortgage real estate serial bonds based on new income-producing property whose value is more than twice the amount of the bonds.

There is now a great host of owners of Liberty Bonds and more questions than ever are being asked regarding these obligations. All that is necessary to be known on the subject may be learned from booklet H-4, "Your Liberty Bond," furnished to any bond owner by John Muir & Co., specialists in odd lots and members New York Stock Exchange, 61 Broadway, New York.

By investing about \$3,800 in fifty shares of Cities Service preferred stock, a permanent monthly income of \$25 may be had. The Cities Service Company is one of the largest and strongest oil and public utility organizations in this country. It pays dividends monthly and makes monthly earnings statements. Details may be obtained by writing for circular LW-90 to Henry L. Doherty & Co., 60 Wall Street, New York.

Many investors will appreciate a booklet prepared by the National City Company, National City Bank Bldg., New York. It contains official lists of bonds which may legally be bought as security for deposits by savings banks in New York and Massachusetts, which bonds are also suitable for trusts funds. This convenient investment guide will be sent to any investor who asks the company for "Bonds Legal L-83."

High-grade stocks of railroads whose revenues are guaranteed by the Government are selling at prices to yield 7 to 10 per cent. A list of these stocks which every investor should have is given in an article printed in "Securities Suggestions," issued fortnightly by R. C. Megargel & Co., members New York and Chicago Stock Exchanges, 27 Pine Street, New York. This publication discusses all leading developments in the financial world. The firm sends free booklets to all who write for 17-D.

Shows in New York

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Astor	Rock-a-Bye Baby	"Baby-Mine" to music
Booth	Seventeen	Tarkington's story dramatized
Broadhurst	Maytime	Charming romance
Casino	Oh, Lady, Lady	Lively musical show
Cohan	The Kiss Burglar	Light musical show
Cohan & Harris	A Tailor-Made Man	Clever and well-acted comedy
Maxine Elliott	Eyes of Youth	Unusual melodrama
Gaiety	The Rainbow	Bright operetta
Globe	Hitchy Koo	Raymond Hitchcock as usual
Liberty	Going Up	Amusing farce with music
Lyceum	Tiger Rose	Melodrama in true Belasco style
New Amsterdam	Follies of 1918	Colorful revue
Shubert	Getting Together	Best of the war plays
48th St.	The Man Who Stayed at Home	Catching spies

RATHER MORE SOPHISTICATED

Century Grove	Midnight Revue	Super-cabaret
Gert	Pho-Flo	Saucy show
New Amsterdam	Midnight Frolic	After-theater entertainment
Reef	Parlor, Bedroom and Bath	Frisky farce
Winter Garden	Passing Show	For the tired business man



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Procter & Gamble 7% Notes of 1919-1923

You will be interested in the prices and descriptions of these securities.

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Germany's Peace Drive On

By CHARLTON BATES STRAYER

GERMANY is most dangerous when she talks peace, just as the tempter is most to be feared when he quotes scripture. The first gun in the peace offensive, long anticipated, has been fired by Foreign Secretary von Kühlmann in addressing the Reichstag. It was expected that Russia was to be the victim which was to compensate Germany for any concessions made elsewhere, and for this von Kühlmann laid the foundations, by reviving the idea, long ago discarded by Germany, that it was Russia which was responsible for the war. In the early days of the war Germany declared she had to strike in self-defense because Russia had begun to mobilize her armies. Soon England came in, and then Germany began to explain the war as having been brought on by England, jealous of Germany's growing commercial supremacy. "Gott strafe England" became the morning and even song of all patriotic Germans. Only recently, Kaiser William, on the occasion of the thirtieth anniversary of his accession, defined the war as a struggle between the German and Anglo-Saxon ideals of civilization. What has Russia to do with the ideals of either? Now, since it suits the German Kaiser's purpose to make Russia, the only great power that has been broken by the Teutonic military and propaganda machines, the goat that may help him secure a peace from unbeaten enemies, the blame of the war is placed upon Russia. There is no likelihood that the Allied capitals will fall into this trap, as it was long ago forecast that Germany's next peace move would be at Russia's expense. Von Kühlmann refuses to make a "statement on the Belgian question which would bind us, without in the least binding the enemy," but the inference is that there will be alluring promises for France.

Germany has come off her high horse about winning the war. Von Kühlmann gives a curious reason why a purely military decision is not possible. "In view," said he, "of the magnitude of this war and the number of powers, including those from overseas, that are engaged, its end can hardly be expected through purely military decisions alone and without recourse to diplomatic negotiations." The Allied Powers, on the other hand, expect to end the war with a clean-cut and decisive military victory, precisely because "overseas" powers have enlisted on their side. Germany's game from now on will be to get the belligerents to agree to negotiate peace about a conference table. Von Kühlmann, speaking of the day when the battle-locked nations will begin to exchange peace views, says, "One of the preliminary condi-

tions must be a certain degree of mutual confidence in each other's honesty and chivalry." America and the Allies entertain no illusions as to the "honesty and chivalry" of their chief enemy. Among the numerous reasons why the war must be fought to a victorious conclusion, one is that Germany has lost the right to be called either honest or chivalrous. President Wilson's unexcelled characterization of the German Government as a "thing without conscience or honor or capacity for covenanted peace" explains the American conviction that Germany must be whipped, and then told the conditions under which she will be permitted to live among the family of nations.

Not without cause have I said that Germany is most dangerous when she talks peace. When the peace offensive is formally launched, she will make a powerful appeal to certain classes. As President Scherer of Throop College said in resigning from the Council of National Defense, "Every pacifist, every England hater, every open or secret pro-German, every half-baked socialist, every weak-kneed sister in trousers or petticoats will clamor for the acceptance of the German proposal." Watch the papers which in Germany's interest will dilate on the vast sacrifice of human lives and will argue for the acceptance of Germany's terms or a conference to debate them. Of course, war is horrible and the sacrifice of life stupendous. We don't need Germany's hypocritical tears to make us realize this. But if the war stops before the Prussian military autocracy is broken, before the House of Hohenzollern is overthrown, all the dead will have died in vain. Because we believe war is unspeakably awful and because we want to make this the last war to scourge the race, we demand that it shall go on till the power which made this war, and which if allowed to live will make other and greater wars, is destroyed once and forever.

Allied Diplomatic Unity

Austria and Russia each presents a shining field for allied diplomacy, if it have unity and vigor. Offered glory and food in the recent offensive against Italy, the Austrian debacle has reacted powerfully both upon the army and the war-weary, hungry and disunited elements of the Austro-Hungarian Empire. Literally Austria is tottering, and if the Allies come to Italy's support and press to the limit the military advantage already gained, and at the same time conduct a separate peace propaganda within the empire, there is

every prospect that Austria will soon be suing for the best peace she can secure. Russia calls even more insistently for help that shall have the support of all the Allies. The least satisfactory part of Lloyd George's latest speech was its reference to Russia. He declared it was "just and equitable to stand by Russia, if Russia wants us to," but suggested no constructive or aggressive action. "The only country," said he, "having access on a great scale is Japan, but on this subject I doubt whether I can do good by saying anything." The thing which stands between the British Premier and a full expression of his feeling toward Russia and Japan is the attitude at Washington. Japan is equipped and ready to intervene in Russia but has decided to take no step, unless directly menaced, without the support of the United States. What is it that stands in Washington's way? Without meaning to impugn the motives of President Wilson, it seems to me that political idealism has gone astray when it refuses friendly intervention with a nation that is groping for liberty, while, at the same time, another power with selfish and malevolent purpose, continues to destroy this nation.

Herman Bernstein, editor of the *American Hebrew*, who has just returned from months of study of the Russian situation at first hand, says that "nine-tenths of the Russian people would welcome the advent of the Allies with open arms." Indeed the only element in Russia that would violently oppose such a move is the Bolshevik. They have threatened war at every such proposal, these wreckers of Russia who have refused to fight Germany while Germany appropriated Russian territory and treasure. This is pretty good evidence that they are, and have all along been, in Germany's pay. If Russia is not soon saved from German domination, the world will pay the penalty for ages to come. No real friend of Russia need stand in awe of the Bolshevik. They represent less than ten per cent. of the Russian people, and they have betrayed Russia into the hands of the enemy. There are thousands of Russian-Americans who should long ago have been returned to Russia to offset German propaganda with the truth about the United States and the Allies. Civic commissions and a military force representative of all the Allies should now be in Russia helping to save the nation from German vassalage. Hesitation, unwillingness to come to a decision, has lost many a good cause. There is great danger it will be fatal in the case of Russia. If so the fault will lie with Washington.

The Melting-Pot

An amendment to the army appropriation bill allows soldiers of Brazil, Cuba, Guatemala, Costa Rica, Panama and Uruguay, the six Latin-American nations allied with the Allies, to be

trained in the United States.

President Hadley of Yale says: "It was because Germany thought that we had no national soul that she invited us to enter the ranks of her enemies. It is because she finds that we have a national soul that she now recognizes and deplores her mistake."

Franz Sigel, President of the Friends of German Democracy, is against the hyphen and would use the phrase "Americans of German origin," applying the name "German-American" only to disloyal people.

The town of Jerome, Idaho, ten years ago a desert, from a population of only 1,000 furnished 139 men to the nation's fighting forces, over-subscribed the third Liberty Loan the first day at 9 A. M., and raised \$9,000 at a Red Cross Sale. An American flag brought \$1,450.

Let the people rule!

A woman has sued an elevated railway company in New York to recover \$50,000 for alleged insulting remarks made to her by one of its employees.

The National Sculpture Society protests against the design of the Government's new Medal of Honor and the War Medal Crosses, on the ground that they are inartistic.

By the fall in the birth-rate, the war has cost the belligerent countries of Europe 12,500,000 potential lives.

A man, aged 84, and a woman, aged 75, at Huntington, W. Va., recently eloped and were married.

German fried potatoes are now called American, German measles, Liberty measles, and German silver, nickel silver.

Hospitals in New York are in danger of closing because of difficulty in obtaining laborers, nurses and doctors.

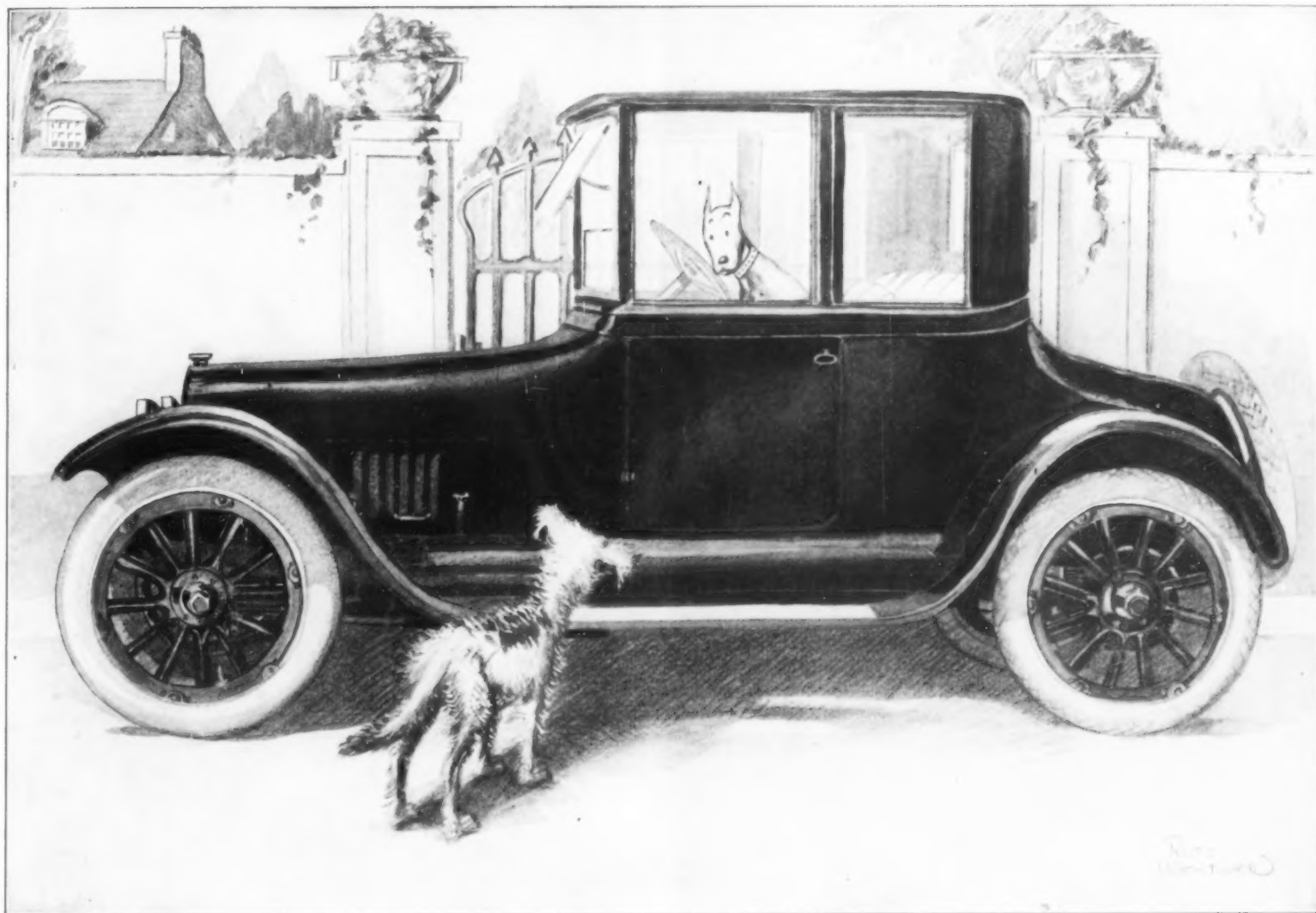
Two detectives were indicted in New York for accepting money for using their influence to set free a negro charged with robbery.

Two hundred factories at Chicago were forced to close recently because steel was withheld from concerns not engaged in Government work.

Colonel Roosevelt says: "Any man who says he loves the country from which he came as well as this country is no better than the man who loves another woman as well as he loves his wife."

Archbishop Mesmer of Milwaukee denounced prohibition as a mask for the sinister work of enemies of the Catholic Church and forbade pastors to allow prohibition speeches on church premises.

Governor Lowden of Illinois, expressing disapproval of the verdict of not guilty in the case of the alleged lynchers of Prager, said: "Democracy is on trial. Every activity of a mob is an assault on the very principle of democracy."



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BOTH: "YOU LUCKY DOG!"

IT'S FUNNY how every one of us wants what the other fellow has. The anæmic man with a million, pines for the husky physique and care-free mind of the longshoreman; the chap with the digestion of an ostrich, an inadequate income and the biceps of a Hercules wants a satin-lined limousine, Russian caviar and a box at the opera. Why? Oh, Lordy, don't ask us. It's just human nature—the way we poor mortals are built. Human nature is a wonderful and complex thing, God bless it. But some understanding of human nature is the one thing necessary to success in the publishing world. We don't for a minute pretend that we fully understand the workings of the human mind—who does? But we spend our lives in putting into the pages of *Judge* what we think will appeal to intelligent people all over these United States, the kind of text and pictures that warm the heart, tickle the fancy or evoke a broad grin.

That *Judge* has achieved a large measure of success seems to indicate our labors have not been entirely in vain. The big thing about this publication is the fact that it's a bubbling, cheerful stimulating friend; a friend who rides no hobbies, except happiness; who cherishes no enmities, except a supreme hatred for the Common Foe of Civilization—Militaristic Germany; who parades no fads and imposes no personal eccentricities; a breezy, rollicking comrade with a vein of tenderness, a sparkling wit and exhaustless "pep." This is the kind of a visitor one likes to have in one's house. These are the qualities which make *Judge* beloved of the nation.

The war? Yes, it is the banshee that dogs our heels, day and night. But why brood over war-time conditions? They are trying out our souls, have jolted us out of our self-complacency,

and yet how much better off we are in this country than the people of any other nation on this torn-up old globe. We are going to win the war—don't doubt that for a moment. And we are going to win it through American pluck and American stamina and our ability to fight, sacrifice and smile, all at the same time. The American soldier or sailor is no grouch. He sings no futile hymns of hate. The boys in the thick of it "over there" haven't forgotten how to laugh; the lads in our home camps and aboard ship are the merriest, fun-loving crowd of youngsters anywhere in the world. And they all read *Judge*—love it.

Recently the librarians at the various cantonments throughout the country took a vote among the soldier readers to ascertain what periodicals were most in demand. *Judge* stood right up at the top of the list. "Every copy received is read to a frazzle" writes one officer. Why? Because *Judge* is human, entertaining, enormously amusing. It is all American and nation wide in its sympathies. It is a smiling visitant to the home during fifty-two mirth-provoking weeks of the year.

Why not Hooverize your rebellion against the high cost of living by becoming a perfectly good optimist through the influence of *Judge*? Don't allow yourself to be Zeppelined by unfounded fears, or submarined by false economy. Get behind *Judge's* super-long-range gun of humor which punctures the dugouts of doubt, dullness and despair. Come into the camp of the wide-awake ones, those who are doing their bit by radiating cheerfulness in the face of depressing conditions. Put on the khaki of mirth and shoulder the rifle of merriment. You owe it to yourself and your neighbor to wear a frownless countenance. Acquire "the smile that won't come off" by reading *Judge*—the Happy Medium.

Do you know that with one paltry little dollar you can wallop the willies completely out of existence? You can, with a copy of *Judge* in your hand, defy all the hordes of boredom and bury the blues so deep that they'll never return.

There is a big plus feature in every issue of *Judge*—a feature unique and compelling. This is the seven extra pages of text and illustrations known as the "Digest of the World's Humor"—the funniest things culled from sources all over the globe. Cartoons from Russia, sketchy humor from Paris, merry illustrated quips from Italy, trench and camp hilarity pictured by the best artists of England—the cream of earth's wit and waggery gathered every week between *Judge's* colorful covers.

By the way: Did you know that everybody is calling *Judge* the "Nation's Perpetual Smileage Book?" That description fits like a glove. *Judge*—for yourself.

A Giggle A Day Keeps Old Grouch Away

225 Fifth Avenue,
New York City

All Right, Judge:

I accept your offer—three months for \$1.00. It is understood that you send me *Judge* beginning with the current issue, 12 numbers in all. I enclose \$1 (or) send me a bill at a later date. (Canadian \$1.25, foreign \$1.50.)

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How to build your own rifle range

A Winchester Marksman or Sharpshooter Medal, or even the membership button, is always a high honor—but now that everyone's thoughts are centered on military affairs these badges of soldierliness are even more to be coveted by patriotic boys.

Where to shoot—is that the problem that has kept you from joining the Winchester Junior Rifle Corps and your dad from getting you a rifle? If so, tell him that it's easy to rig up a rifle range of your own, where shooting can be made safe. A few practical hints is all you need.

The right backstop to use

The most important thing is to select a backstop that will catch and hold the bullets. Every shot must be safe.

The side of a hill (as in the picture) makes the best backstop for a range. Dig it out square and face it with light boards to hold your paper targets. If there's no hill available, you can build a backstop in your yard. A large packing case filled with sand or earth will be safe,

but any backstop should be at least 4 feet high and 4 feet wide.

If your cellar or basement will give you a clear range of 50 feet, it will make a fine place for shooting all the year 'round, and in all kinds of weather. Here you can make a plain backstop as suggested above, which should be not less than 4 feet square.

The best target to shoot at is the official bull's-eye target used in the Winchester Junior Rifle Corps Medal Contest. This contest, by the way, is one that you won't want to stay out of. It is open to any registered member of the Winchester Junior Rifle Corps. Any boy or girl not over 18 is eligible. The prizes are the famous Winchester Sharpshooter Medal for first-grade score and the Marksman Medal for second-grade score.

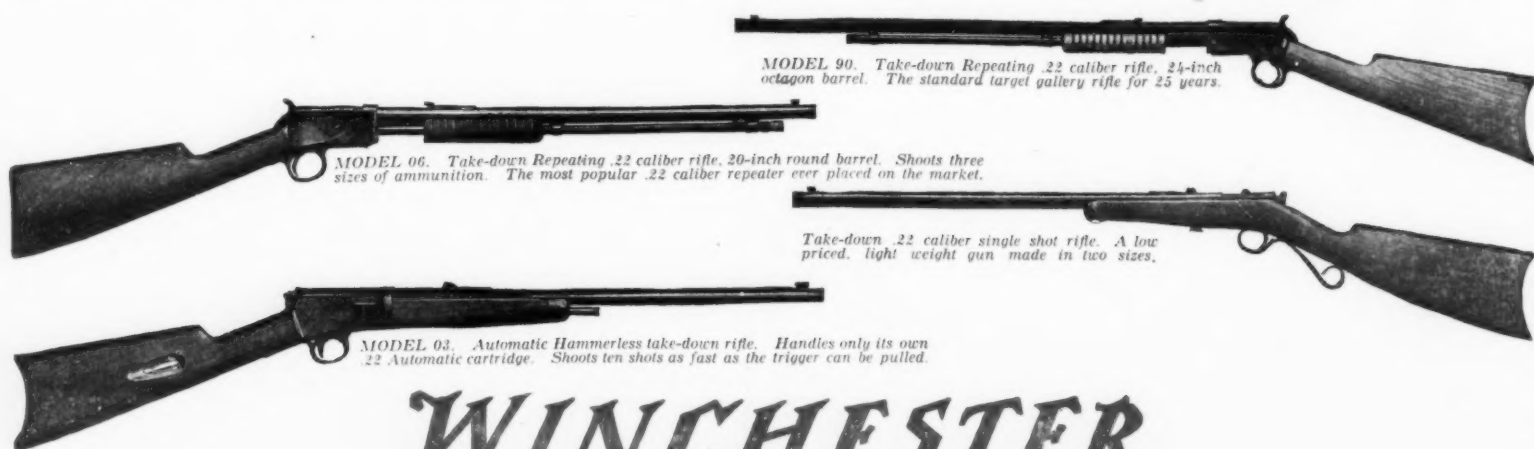
The right rifle to use

It doesn't make any difference what kind of model you buy, but it must be .22 caliber Winchester. It doesn't make any difference in your shooting whether

you get a low-priced single-shot rifle or a fine repeater. The accuracy of a Winchester is in the barrel, and the same

quality of steel and the same care in boring goes into all. Don't delay any longer in joining the Winchester Junior Rifle Corps and in rigging up that range. There is a Winchester Junior Rifle Corps Headquarters in your town. Go to the store, register your name for membership and get the Winchester Junior Rifle Corps button which your membership entitles you to wear. It costs you nothing to join. Your local representative will also supply you with a free copy of the W. J. R. C. handbook.

If you cannot get all the particulars there, write direct to the Winchester Junior Rifle Corps, National Headquarters, 275 Winchester Avenue, New Haven, Conn., Division 601.



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